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GRUMMAN
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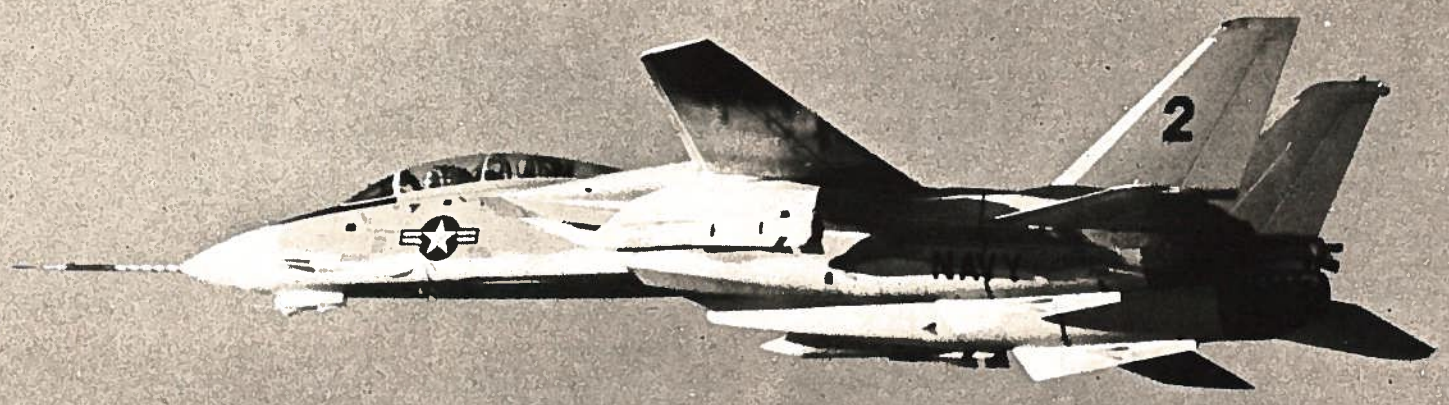
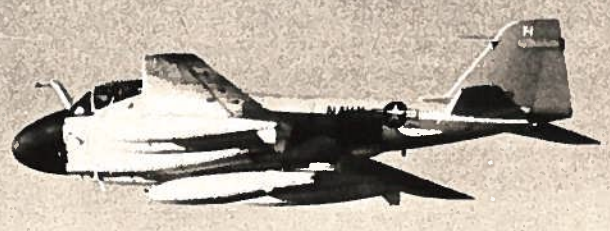
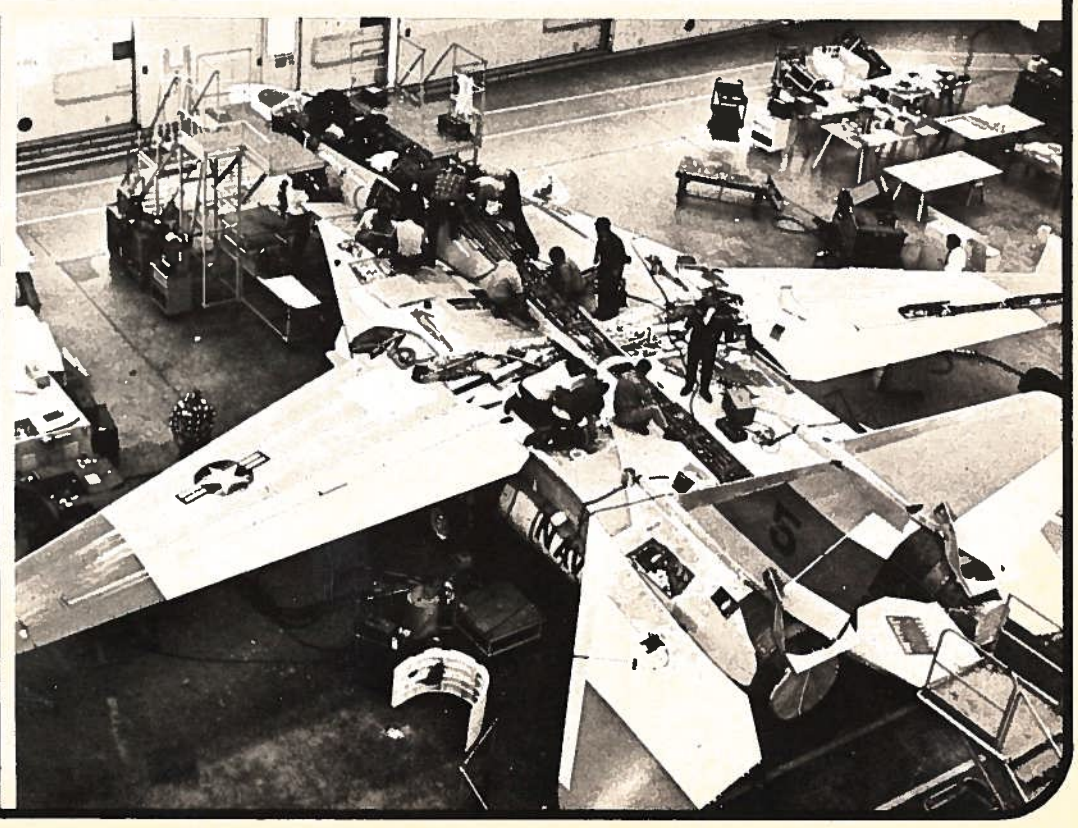


Stepping up flight, production pace as Tomcat proves 'clearly superior'





Here and there . . .

Jo Grimaldi and Elaine Montaperto of the Navy Office in Plant 35 are looking out for hospitalized Vietnam servicemen at Christmas. A hospital is a lonely place at holiday time, and Jo and Elaine have a tradition about brightening up the situation. They'll be taking gifts from Grumman and Navy personnel and you can help.

ESO is cooperating by placing receptacles for gifts in lobbies and cafeterias. There's an early deadline: Friday, Dec. 10. Suggested gifts include (new) games of chess, Chinese checkers, cribbage boards, playing cards, paint-by-number sets, intricate hobby kits, toiletries, ties, shirts, robes, gift wrapped and labeled as to contents. The girls will take these to the hospitalized servicemen between December 10 and Christmas. For information, call Jo on Ext. 1334.

"Here comes Santa Claus," or, to be more correct, Leo Senior of Supply Operations, Product Support, Plant 30. Leo has announced that the Product Support Christmas fund for needy families will be accepting contributions from November 15 to December 10. Senior, who is chairman, said the department was able last year to distribute $2,600 to deserving families. (Other departments with plans for helping people at Christmas are requested to let Plane News know.)

New posts

From Business Development comes word that Frank Crane has been appointed manager of Special Projects. Frank will be responsible for marketing activities for the Special Projects Group and will interface with E. Z. Gray, according to an announcement signed by Tom Kane, director of Business Development.

Frank Messina, who had been a key member of the Lunar Module production team, is now serving as special assistant to Administrative Vice President John O'Brien. Messina is located in Plant 5 (Ext. 2982) and will concentrate on Space Shuttle activities.

Heart message

To Richie Cope's co-workers, it's been apparent for some time that he has made an amazing recovery following a heart transplant about a year ago. Within weeks, it seemed, Richie was doing more strenuous exercises than he had been able to do for some time since he developed a bad heart. He came back, and, apparently, he's determined to help others come back.

Recently, Richie spoke to volunteer fund raisers for the New York State Heart Assembly, Inc., who were preparing for their yearly Heart Fund campaign. Listen to what Richard Clarke, chairman of that group, had to say in a letter to Vice President Jack Rettaliata: "The volunteer fund raisers who attended the meeting were deeply impressed by Mr. Cope's remarks. They also, more than ever before, realized exactly how important their work is. . . .

"Because . . . of Mr. Cope's remarks, I feel certain that the Heart Fund, in 1972, will surpass last year's record total."

Salute to Owl

It's not often that a person would take the time (or trouble) to find the owner of a lost $1 bill. But Ansley Ford of Facilities Maintenance in Plant 5 has taken the time—and more than once—in returning lost money to its proper owner, money that he found during his night chores in Business Development offices. When anything is missing these days the guards or night maintenance workers are invariably blamed—and they don't often get a chance to refute those innuendos. Ansley Ford has done a good job of refuting those allegations in the best possible way:through his actions.

Ed Keonjian, chief of Microelectronics and Circuit Design, and Jake Bussolini, director of Engineering Operations, had feature roles recently at a conference on "Reliability of Avionics Systems" in Rome, Italy.

The occasion was a two-day NATO-AGARD (Advisory Group, Avionics Research and Development) conference that was chaired by Keonjian, a permanent member of the Group Bussolini presented three papers to the assemblage. Other speakers included representatives from McDonnell Douglas and RCA and several European countries.

A repeat performance of the conference was held immediately afterward in London, England.

Coming up

It may seem a long way from Commack to Sapporo, Japan, but that's where the trail starts for figure skaters in the North Atlantic region who hope to qualify for Olympic competition. The L.I. Figure Skating Club will host the North Atlantic Regional Championships on December 2-4 at the Long Island Arena in Commack. This is the first event of the U.S. Figure Skating Association, which leads to the National, North American, World, and, this year, Olympic competitions.

Tickets for the day-long activities at Commack will be $1 for December 2 and $2 for December 3 and 4. According to Gerry Windecker of the L.I. skating club, the best skaters on the east coast will be entered in the competition, and the event will feature every type of program for ice skaters.

Larry Burke of Manufacturing Planning and Control Support Operations in Plant 2 has been on long-term disability but that didn't stop him from adding his support to the United Fund drive now being conducted at Grumman. Larry sent $100 to Employee Services with this note: "Hope this will help someone else."

Number one. **Vice President Jack Rettaliata presents Maj. Gen. Homer Hill with the first Robert G. Robinson trophy. The trophy, sponsored by Grumman, was then awarded to Capt. John Cummings as Marine Flight Officer of the Year. (U.S. Marine Corps photo)**

Marines salute Capt. Cummings as Corps' Flight Officer of Year

Capt. John D. Cummings of the Marine Corps recently became the first recipient of a new award, the Robert G. Robinson Trophy, to be presented annually to the Marine Flight Officer of the Year. It is donated by Grumman.

A pioneer of what is now the Marine Naval Flight Officer specialty, Robinson was a winner of the Medal of Honor for bravery as an aerial flight gunner during the First World War. He served with the First Marine Aviation Force in France.

Captain Cummings, now serving as Weapons Training Officer with VMFA-333, Second Marine Aircraft Wing, has some 5,300 flight hours to his credit and was the first Marine to achieve 3,500 flight hours in the F-4 Phantom.

The Captain had no doubt about what he wanted to do: While still in high school in Olathe, Kansas, he enlisted in the Marine Corps Reserve. A year later, in 1955, he reported for active duty. He served first with Marine Aircraft Group 16 in Oppama, Japan, and later he became an aerial navigator in another wing at El Toro, Calif.

Up from ranks

He rose in the ranks to sergeant, then to Warrant Officer, then to Second Lieutenant in 1965, and to Captain in 1968. As a Warrant Officer, he saw duty in Japan and Vietnam as a radar intercept officer. He had another tour of duty in Japan and Vietnam as a second lieutenant.

Captain Cummings' citation, signed by Gen. Leonard F. Chapman Jr., Commandant of the U.S. Marine Corps, reads in part:

"Captain Cummings displayed exceptional technical and aeronautical skill. . . . He developed aircrew coordination techniques which allow the Radar Intercept Officer to virtually fly the aircraft through directions to his pilot, when the pilot is unable to visually acquire the target. Captain Cummings was also instrumental in developing fighter tactics which allow fighter aircraft to approach enemy aircraft undetected with all weapons simultaneously brought to bear."

Capt. John Cummings
Wins first MFO award

And later:

"By his devotion to duty, unswerving loyalty to Marine Aviation, and his driving desire for excellence, Captain Cummings has left an indelible imprint on those who have had the opportunity to serve with and learn from this truly professional officer."

See you later . . .

The next issue of Plane News will be pleasantly interrupted by the four-day Thanksgiving weekend. The paper will be distributed Monday, November 29. Have a happy Thanksgiving.

The official notice from President Bill Zarkowsky: "All plants will be closed Thanksgiving Day, Thursday, November 25, 1971. In addition, Friday, November 26, is a holiday and all plants will be closed on that day."

Streamlining Product Manufacturing operations for Tomcat

While development on the F-14 at Calverton is resulting in an ever-expanding flight envelope on the Navy's new supersonic fighter, a major streamlining of F-14 manufacturing operations announced recently will prepare the Company for its heavy production commitments on the Tomcat.

As evidence of the increasing emphasis on the F-14 program, President Bill Zarkowsky named Tom Merritt to have "complete responsibility for Product Manufacturing performance on the F-14," with the prime goal "to insure the on-time manufacture of high quality F-14 aircraft, at, or below, cost targets." Merritt will report to Senior Vice President Corky Meyer, director of Product Operations.

Merritt, as director of Product Manufacturing for the F-14, has since named a material manager for the program, F-14 team leaders in various manufacturing plants, and a program staff that will interface with other major operating departments working on the F-14.

George Devine, appointed as manager of Material Control for the F-14, has among his duties, "direct responsibility for all F-14 material" and is charged with insuring "the on-hand availability of all procured and shopmade parts, assemblies, components, and systems to meet manufacturing schedules of the F-14."

The sole function of individual F-14 plant managers is to give their undivided effort to Tomcat operations in their respective plants, with the responsibility of keeping their F-14 production work on schedule and on cost.

Plant program managers

The F-14 plant groups, while keeping F-14 production on schedule, can also provide any specific program data to the corporate group under Merritt at Plant 1, whether it be on production progress, budgets, producibility, scheduling, and so on.

With this overall control on both purchased and manufactured parts, assemblies, components, and systems for the F-14 under this new setup, and a constant awareness of their flow through the production shops, F-14 Product Manufacturing management will be in a better position to anticipate any shortages that may occur far in advance of their reaching the "critical" stage.

With Merritt's own F-14 staff working with other operating departments on such things as engineering, material, budgets, etc., the communications across departmental lines, as well as within the program team itself, have been shortened, and therefore will improve considerably.

So, in effect, the new F-14 Product Manufacturing team, because of its broadened horizontal and vertical responsibilities within the Corporation, is expected to provide greater overall program visibility, quick (if not instant) data on day-to-day progress as well as any pressing problems that may arise, and a more cohesive team and corporate effort in fulfilling Company commitments on F-14 production.

Director of Product Manufacturing for F-14 is Tom Merritt (L). He named George Devine (above) to be manager of Material Control for F-14.

Looking at F-14 team

Named as plant managers for F-14 are: Bill Going, Ron Musgnug, Bob Prais, Rudy Ferro, Vin DeStefano, Bob Hieter, George Faeth, and Jim Erickson.

The F-14 staff members who will interface with other major operating departments are: Bob Thomas, Budgets/ECPs; Howard Schilling, Producibility; Don Reuss, Master Schedule; George Thompson, F-14B; Howard Teichmann, Administration; Don Maresca, Tanks & Pylons.

Tom Merritt, director of Product Manufacturing for the Tomcat Program, was appointed general manager of Plant 1 last August and also Production manager of the F-14. Since he joined the

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Product Manufacturing Plant managers for F-14 named recently are (from top left, clockwise) Bill Going, Bob Prais, Rudy Ferro, Bob Hieter, Jim Erickson, George Faeth, Vin DeStefano, and Ron Musgnug. (Photos by Fred Annette)

Calverton team steps up flight test pace on F-14

In a corner of Plant 7, Calverton, partially darkened by blinds, two men were intently watching the movement of small green numbers on a console. Against the background of an outline-map of Long Island, Block Island, and Martha's Vineyard, with open areas to the south where the Atlantic Ocean is, Eugene Seng, Monitor Station supervisor, and his assistant, Bill Biggs, tracked the progress of Tomcat No. 2 and its accompanying A-6A chase plane.

The aircraft were making their way eastward, and soon another aircraft, coded green, would appear as a tanker took off from Calverton to refuel the Tomcat. The console was alive with other numbers, identifications of other planes in the area. They were of no concern to Seng and Biggs—except that the two men could advise Grumman pilots of air traffic in areas where they were flying. "All we do is **advise,"** Seng emphasized. "We are **not** aircraft controllers. We track and advise. We don't control."

Now another code appeared on the console. It was the tanker flying to a rendezvous with Tomcat 2.

And at SAGE (Semi-Automatic Ground Environment) in Syracuse, New York, Grumman's Frank Morrell coordinates the excursions of Company aircraft that enter the ADIZ (Atlantic Defense Identification Zone) where Tomcat flight tests are made.

And, coming back to Plant 7, the ATS (Automated Telemetry Station) was doing its real-time job of receiving and analyzing data — reams of it — on the flight.

Keeping bird 'healthy'

Work on the flight had started long before it actually took place. It began, in fact, immediately after the preceding flight. Once Tomcat 2 was rolled into the hangar, the plane captain, Tom Smith (on days, or Bill Lent on nights), who's in charge of the manufacturing side of keeping the bird "healthy" and ready for the next flight, has his crew ready. The maintenance debriefing takes place as the test pilots point out what they encountered in flight—for example, a stiff stick, or a mechanical discrepancy. The glitches must be remedied. Sometimes sections must be disassembled and reassembled. Sometimes modifications must be made. "There's no 'normal cycle' of work to be done," says Smith. That's especially true of test planes; after all, there's little if any history to fall back on.

Technical debriefing

For the pilots, the next step is a preliminary technical debriefing, typically a short oral report on the flight while everything's still hot in their minds. It's a quickie pilot-engineer discussion that touches on the high points. About 12 hours later, there's the full-blown technical debrief, a point by point "re-run" of the flight that takes as long as the flight itself, more or less.

"This isn't done from a pilot's notes," says Test Pilot Charlie Brown. "The days of the pilot getting the quantitative data are gone. That job's handled by the ATS. And there's a tape of the flight in Seng's area, too. So, the record is there—quantitatively.

"Qualitatively, the pilot's notes are the key: Was it comfortable? Was it easy to handle the plane in a sweep? How did it react to climbing? How about maneuverability? Landing ease? Lots of things, most of them related to the pilot's **feel** of the plane."

Each flight is flown "by the cards," which show what is to be done at each test point. That is, every phase of a test flight is set down in advance, and in very specific terms, such, as, specified angle of attack at a given air speed. And as each test point is satisfied, another point of the flight envelope can be tested (though not necessarily during the same flight). In that way, there's the test build-up; as one step is proved, the next one must be, and the following, until all of the parameters have been met. Carefully and thoroughly each test plane is measured against what is expected of it.

Low-speed aircraft

Tomcat 2, for example, is the low-speed aircraft—sometimes referred to as the "stall" aircraft, for it's vital to know how well the plane recovers after stalling. That's hardly the whole of Tomcat 2's mission. For example, just last week the aircraft flew — for the first

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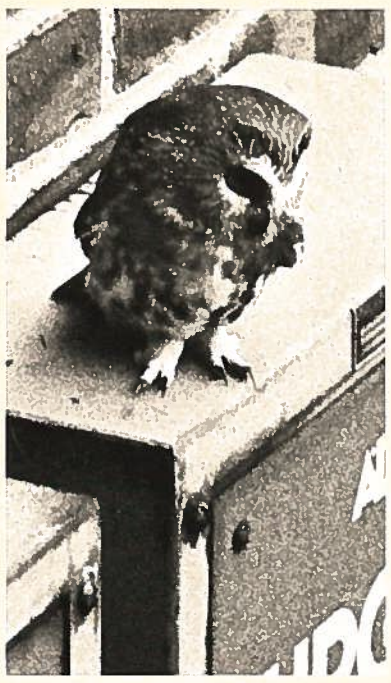
About the cover

As the action goes, so goes confidence in the Tomcat: **the** aircraft that will be, in a test pilot's words, 'clearly superior' to any in the world. And the pace attests to the drive . . . flight testing of three planes at Calverton, testing of weapons systems at Point Mugu, Calif., and fine honing of production and management techniques to assure success . . . all part of winning, for the Company and the country.

On the way. As Chief Test Pilot Chuck Sewell and Dennis Romano talk with Duke Digilio and Joe Ridulfo (above), Bill Biggs and Gene Seng, who will be tracking the upcoming flight, are busy at their consoles in Plant 7.

Test goals. The test points to hit are spelled out in detail in a briefing that precedes all test flights. In huddle here are (L to R) Joe Burke, Chief Test Pilot Chuck Sewell, Dennis Romano, and Bill Copeland. (Flight shot of F-14 by Dick Sander, ground photos by Gerry Costello)

Up front. Part of the task of wiring and assembling the various components required in the Tomcat cockpit is tackled here by John D'Amato and Dick Bulla.



Hootin' it up . . .

He didn't give a hoot. . . .

After all: Why should he? He was in slumberland, just where any self-respecting owl should be during daylight, in a lullaby of birdland. Like some other types of birds, he does his hooting at night.

So he was dozing there at the ledge of Plant 5, his eyes (had they been open) zeroed in on the flagpole, sitting atop one of the two boxes labelled Burglar Alarm. A night watch begun too early?

Dixie Dixon, bird watcher and nature lover extraordinaire, says the owl was an adult Saw-whet, the smallest of the species at 7½-8 inches in length. She also came up with the info that Saw-whets are great talkers (or hooters)—130 hoots per minute.

And Dorothy Ibert, the Plant 5 receptionist, added a parody of an old tune, "Toot Toot Tootsie, Olé!"

Navy group here for 'provisioning' on F-14

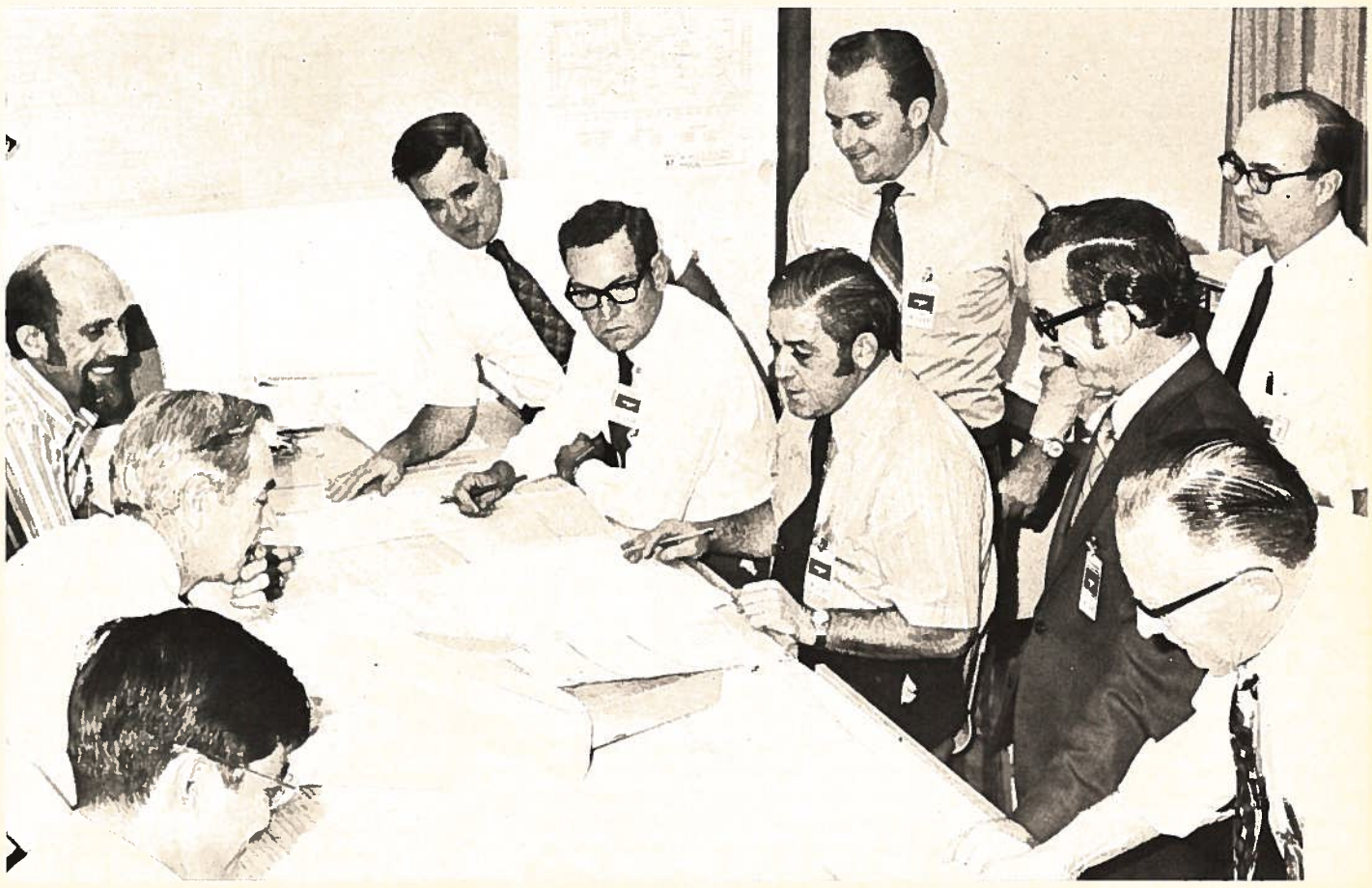
Spares, repair parts, based on educated estimates by Grumman and the Navy, must go with the F-14 when it joins the Fleet: extra doors, canopies, control surfaces, nuts and bolts. . . . "Our task is to review all production drawings in a step-by-step, part-by-part selection of spares and repair parts to support the F-14A for a specific length of time," said Tom Ianna, Navy Provisioning Team chairman, from the Aviation Supply Office in Philadelphia.

Ianna, interviewed in Plant 15, was summing up the long, complex, carefully planned Spares Provisioning Conference running from October 12 to December 10 and attended by both Grumman and Navy personnel. Ianna pointed out that the Navy's new, frontline fighter, the F-14A aircraft, will replace the F-4 fighter that has been in Navy service for the past 15 years.

About 60,000 line items, not including engines and other major systems, come under the surveillance of the Plant 15 provisioning personnel. This is all part of the Integrated Logistics Support (ILS) effort on behalf of Fleet support for the F-14A. The planners are doing their figuring on the basis of 86 fighter aircraft on order and an additional number projected but not yet contracted for. The cost of the spares is over and above the airframe contract and is subject to negotiation.

Specialists from the Navy are cooperating closely with Grumman in pricing, vehicle engineering, packaging, and other special fields. Major associated contractors—Rohr, Kaman, and others who supply Government Furnished Equipment for the F-14A—do their own principal negotiating with the Navy at their own sites but are subject to Grumman interface.

Grumman provisioning personnel have been working on this effort since last April, and according to Joe Casey Jr., assistant manager, Logistics Supply, the present conference follows the contract signing sooner than any previous provisioning conference of a major aircraft manufacturer.



F-14 provisioning. **Navy and Grumman Provisioning Team members discuss airframe assembly methods and selection of spare parts (L to R clockwise): Tony Munoz (Navy), Mike McEnery (Grumman), Marty Whitcomb (Grumman), Reggie Barber (Navy), Vern Hunt (Navy), Joe Rocks (Navy), Tom Ianna (Navy team chairman), Bob Olsen (Grumman); (standing in background): Harold Peterson (Navy) and Jim Strup (Grumman). Integrated Logistics Support for F-14 includes this involved planning for spare and repair parts. (Photo by Bob Settles)**

Renew work on F-111

General Dynamics has notified Grumman Aerospace Corporation that it can manufacture 12 ship sets—aft fuselages, horizontal stabilizers, and main and nose landing gears—for the F-111.

According to Bill Spiegel, F-111 Program manager at Grumman, the first deliveries are scheduled for next June. The final delivery is set for January, 1973.

Originally, a total of 24 aft fuselages, stabilizers, and landing gears were to have been completed this year. Twelve ship sets had been delivered by August. The remaining 12 were cancelled last March, and these are the sets now ordered back in production.

"There's a possibility that more F-111Fs will be ordered," said Spiegel, who reports that the Air Force is very satisfied with that aircraft.

In the reactivation of the production line, Plants 2, 3, 27, 56, and 58 will do detail assembly work and machining on the aircraft, and Plant 36 will handle major and final assembly.

Test pilot views Tomcat: 'clearly superior'

(Continued from page 4)

time — with two dummy Phoenix missiles. Chief Test Pilot Chuck Sewell was in the front seat, Dennis Romano in the back seat.

Ideally, in order to take full advantage of the daylight hours, the night plane crew readies an aircraft for flight by, say, 3:30 or 4 a.m. It gets checked out by the plane captain so that a tech-6 a.m. There's a pilots' briefing an hour later. The ATS should be on line then and ready to go at 8 a.m., when the test pilots make a walk-around check of the aircraft and then get into the aircraft to check all systems. At 9 a.m. (following this idealized schedule), the plane takes off and probably has one or more in-flight refuelings. (Tomcat 2's chase plane is usually an A-6A; the 1-X has an F-4. Tankers are on stand-by—as is George Rose's crash and rescue crew—and a crash and rescue team sits on the ground at Southampton.)

This is the "typical" lineup and the way things go . . .

In that rather generalized pot is other information on the current scene:

- 1-X has made more than 20 flights and logged in over 61½ flight hours
- Tomcat 2 has been in the air about 40 times for about 90 flight hours.
- Tomcat 4 arrived at Point Mugu on Saturday, October 30, for tests (SITS: Systems Integration Test Station)
- Tomcat 5 is in Plant 7 and being readied for flight

As for the over-all look on Tomcat, Test Pilot Don Evans says it's "Clearly a superior aircraft in landing speed, approach speed, and maneuverability in flight. The envelope explored thus far verifies that we have a superior air-combat plane, one that can make tight turns. It's been everything we've been shooting for."

Coming up . . .

Part of the intensity, rhythm, drama—and dog-work — that makes up a test pilot's life on the job is an area well worth exploring. Or so it seems to us. This kind of "inside" view, even if the "pilot" is a composite created by many pilots (so as to save time), is on the schedule for a forthcoming article.

Name Tom Merritt to direct F-14 Product Manufacturing

(Continued from page 3)

Company in 1968 he has held management posts on the A-6B, and in Aircraft Production Manufacturing. He has been director of Calverton Operations and was once the manager of Grumman's facility at Savannah, Ga.

He is a graduate of the University of Georgia and the holder of a Master's degree from George Washington University, as well as being a graduate from the Naval War College and the Marine Corps Amphibious Warfare College. He was a World War II Marine pilot in the Pacific and, later, in Korea and Vietnam. He and his wife live in East Setauket.

George Devine graduated from St. John's College and St. John's Law School and is a member of the Bar of New York State. He joined Grumman in 1959 as A-2F contract administrator and spent about a year in the Legal Department before leaving the Company in 1961 to be associated with Litton and Teledyne. He returned to Grumman in 1965, became deputy director of Material, and later, director of Material.

Jim Erickson is now F-14 Manufacturing manager. He started as a summer employee in 1954, graduated from Polytechnic Institute of Brooklyn, did a tour of duty in the Army, and then rejoined Grumman as a test equipment engineer. In 1962, he moved to Production, where he took part in Lunar Module negotiations. More recently, he was in the Mohawk Program and then became F-14 Manufacturing manager.

Rudy Ferro has a Bachelor of Science degree from C. W. Post and an Associate degree in Applied Science from Pratt Institute. He came to Grumman in 1963 and has worked on the E-2A, LM, Gulfstream II, and EA-6B. His most recent assignment was vehicle director of Tomcat 3.

Bill Going also became a Grummanite in 1963 and, since then, has had a string of management assignments: planning manager on LM, similar efforts on the F-14 proposal team, and special duties at both Plant 36 and Plant 77.

Ron Musgnug began his Grumman career in 1962 as a chemist after having graduated from Adelphi University with a Bachelor's degree in chemistry. He got a Master's degree in Business Administration in 1966. He went through the Manufacturing Engineering Professional Development Program, became an asst. to Senior Vice President Meyer, served as Product Manufacturing manager of the Electron Beam Welding Facility, and this past January became assistant manager of Plant 1.

George Faeth, an electrician in the U. S. Navy for three and a half years and a student at N. Y. C. Community College, has been with the Company since 1959. He began in the Avionics Department. With the exception of one year in flight test on the Hawkeye, he's been in prototype work—A-6A, ECHO, and OAO. He was foreman of the Avionics Department on LM for five years and, since 1969, has been an avionics supervisor on Tomcat.

Bob Hieter has a Bachelor of Arts degree from Muhlenberg College and joined the Company in 1964 as a manpower planner in Manufacturing Engineering. He was later selected for the Manufaucturing Engineering Professional Development Program. He's been in Production Manpower, became assistant manager of Plant 1, assistant manager of Product Manufacturing in Plant 77, Stuart, Florida, and assistant general manager of Plant 27.

Bob Prais graduated from Gettysburg College in 1954 and spent three years in the U. S. Coast Guard. He started with Grumman as a chemical process engineer in 1958, was a member of the Manufacturing Engineering Professional Development Program seven years later and then, in '66, went on the LM program and worked his way up to assistant Program director of LM Manufacturing. He has been assistant manager of Plant 3.

Vinnie DeStefano joined the Company in 1959 in the Electrical Fabrication and Installation Department to work on such programs as A-6A, F-111, S-2E, and C-2A. He was in Manufacturing management programs—Shedlight and TRIM feasibility. He then became deputy production manager of the F-14 and, later, assistant manager at Calverton's Plant 7.

Plane talk. **Navy's new supersonic fighter is the topic as Tom Merritt (3rd R) discusses new F-14 product manufacturing setup with staff members (L to R) Bob Thomas, Howard Teichmann, Don Maresca, Don Reuss, Howard Schilling, and George Thompson.**

Mohawk talk. **Maj. Gen. Fred Kornet (C), recently appointed Commanding General of Army Aviation Systems Command at St. Louis, visited Grumman's Stuart Facility last month to review the Mohawk Program and the capabilities of the OV-1D. Greeting him were Vice President Ross Mickey (L), and Art Melrose, general manager of Plant 77, Stuart, Fla. Below, briefing General Kornet are Lt. Col. Arthur C. Bowdoin, Commanding Officer of the Stuart Plant Activity, and Col. John A. Love, Mohawk project manager. (Photos from Stuart)**

Howard Schilling, who studied at Adelphi College and New York University, joined Grumman as a machinist in 1953 and two years later became a structural design engineer. After being on the E-2A I and R Committee in '62-'63, he spent a year on the Grumman-Republic co-op supervisory program. After that, he was in design work on Gulfstream II, EA-6B, and LM. He got into the F-14 in '69, and his latest responsibility was as Program manager on the inlet duct.

Don Maresca started as a Purchasing expediter in 1959. He became senior buyer the next year, and, later, Materials manager on OAO, EA-6A, A-6A, TC-4C, and F-111. He became Product Manufacturing manager, F-111, and just last year, drop tank and pylon Product Manufacturing manager.

Don Reuss, who reports directly to Merritt on F-14 Scheduling, started off in Grumman in the Avionics Department in 1961. Among his most recent assignments were over-all scheduling of F-111 in Plant 36 and the master scheduling of F-14 in Plant 1. He's also studying at Hofstra University.

Howie Teichmann is a graduate of New York University and has done graduate work at the University of Miami. A Grummanite since 1963, when he was on LM, he joined the F-14 proposal team in 1969 and has stayed with the F-14 Program since. He is responsible for Tomcat administration as a member of Merritt's staff.

Bob Thomas, who gained a B.S. degree from Syracuse University this year, joined Grumman in 1968 as manager of Plant Budget section of Product Manufacturing Budgets Department. Within a year, he became deupty manager of the Production Manpower Department. He was in this position for one year.

George Thompson has had more than 25 years of experience in aerospace programs—in manufacturing, tooling, and industrial and production engineering. A graduate of La Salle University and Adelphi, he has served as F-14 Manufacturing proposal manager and F-14 Mid-Fuselage Program module manager.

Report shows drop in sales, earnings

Net earnings for Grumman Corporation for the nine months ended September 30, 1971, amounted to $13,118,054, or $1.88 per share; sales and other income totaled $642,223,285. Last year net earnings were $15,490,803, or $2.21 per share, and sales and other income totaled $731,323,680.

The sales decline reflected the reduced volume in the LM, G-II, F-111, and Mohawk Programs. Sales associated with the EA-6B Program increased significantly in the period. Earnings were adversely affected by development and production costs associated with the F-14A and a new computer hardware product being developed by Grumman Data Systems and to the expected startup costs experienced by the Corporation's newest subsidiary, Grumman Ecosystems.

Just a starter. **Capt. Bob Belter (L) is congratulated by Cdr. Jim Roth, Resident-in-Charge at Calverton after completing first flight since he took over as Naval Plant Representative. The flight was just a starter: Capt. Belter plans to take an active part in the Navy production testing of Grumman aircraft. (Photo by Gerry Costello)**

. . . beginning of a new era

A year ago, Capt. Bob Belter was doing his flying off carrier decks in Southeast Asian waters while he was Assistant Chief of Staff to the Commander of Task Force 77. He's been Naval Plant Representative at Bethpage since July, but Captain Belter seems determined to keep an active hand at jet flying—although his "carrier" now is the airport at Calverton.

Last month, Belter made his first flight since taking over his new assignment when he flew an A-6A Intruder as "target" during an E-2C development flight. Cdr. Jim Roth, who's Resident-in-Charge at Calverton, flew "shot-gun" for the Captain.

The flight marked the beginning of a new era—it's been more than six years since a Naval Plant Representative here has taken an active part in the flying—and it signified the captain's intention of becoming heavily involved in the flight testing as well as the administrative aspects of his position.

Looking at his flight record, it's easy to understand why he wants to keep flying—he has logged more than 5,600 hours as a pilot, with over 100 of them in A-6 aircraft during prior tours of duty.

And, according to Commander Roth, "Captain Belter plans to fly the A-6A, EA-6B, and F-4B aircraft at Calverton on a regular basis."

Take time out for diabetes check

The Diabetes and Arthritis Program of the U.S. Public Health Service estimates that more than two million Americans are victims of diabetes without knowing it. If your answer to any of the following questions is "yes," you **could** be a hidden diabetic.

Any diabetics in your family? Overweight? Any sudden weight loss? Constantly thirsty? Eat excessively? Urinate frequently? Tire easily?

A free one-minute test for diabetes is being sponsored by the Nassau County chapter of the New York Diabetes Association Saturday and Sunday, November 20 and 21, from 9 a.m. to 4 p.m. at these Nassau test centers: Doctors Hospital, Freeport; Franklin General, Valley Stream; L. I. Jewish Medical Center, New Hyde Park; Massapequa General, Seaford; Mid Island, Bethpage; Nassau County Medical Center, East Meadow; Nassau, Mineola; South Nassau Communities, Oceanside.

Suffolk detection centers include: Smithtown Mall, A & S employee lounge, 10 a.m. to 9 p.m., Nov. 18-20; Huntington Hospjtal, 9-12 a.m., Nov. 15-19; Smithtown General, 10 a.m. to 2 p.m., Nov. 18 & 19; Lakeside in Copiague, 12 noon to 4 p.m., Nov. 15-20; Southampton, 8-9 a.m., Nov. 15-19; Eastern L. I. in Greenport, 8 a.m. to 3 p.m., Nov. 18 & 19.

There's a free yellow folder on diabetes available in all Grumman Long Island plant medical stations and in ESO.

If you're still not sure, MAKE SURE! Take a one-minute test. And DO IT NOW. It could mean your life!

Hot yolks go splash

Don't put hard boiled eggs in a microwave oven, reports the National Safety Council. Many of the microwave ovens in cafeterias have signs to this effect, but a girl in a plant lunchroom (not at Grumman) found out the hard way.

She put two shelled hard boiled eggs in the oven for a quick warm-up. They were not hot to the touch, but when she bit into one an explosion ripped the egg apart. The hard white was just strong enough to hold the heated yolk until the girl bit into it.

Flanagan, Markarian honored by NASA for Apollo 15 success

It's only a little silver pin, the "Snoopy" award, but it represents an "over and above" achievement. NASA Astronaut Ed Gibson sent one of these awards to Larry Flanagan of LM Engineering ECS, with this message:

"As you know, the Apollo Program has succeeded in accomplishing nine extremely complex manned missions. . . . This letter is to express to you my personal appreciation for the part you played in pinpointing the probable cause of the Lunar Module oxygen leak that was noted on telemetry during the Apollo 15 mission. Your alertness averted a shortening of the mission and demonstrated your broad knowledge of the Environmental Control System used in the Lunar Module.

"As a token of our thanks, please accept the astronauts' 'Silver Snoopy' award for professional excellence. We hope that you will wear it with deserved pride, knowing that it is given only to those individuals whom we regard as among the best in their respective professions. . . ."

During the Apollo 15 mission, while the crew was asleep in the first rest period on the moon, Mission Support got evidence of an oxygen leak which, if not corrected, could have resulted in a shortened mission. Before waking the crew, the Mission Support team in Bethpage became involved in trying to pinpoint probable causes, and Flanagan was instrumental in identifying one probable cause as an open urine dump valve. The crew was awakened, and they were able to verify that that valve was the cause.

Said Will Bischoff, LM assistant program director, Engineering, in recommending the award, "Larry Flanagan demonstrated the kind of alertness . . . which has made the Apollo Program successful, and he should be commended for this as an individual and as an example of many others who have demonstrated the same."

'Outstanding contribution'

Dr. James C. Fletcher, administrator of the National Aeronautics and Space Administration, on October 5 presented a NASA Public Service Award to Don Markarian and representatives of three other companies for their contributions to the Apollo 15 mission. Markarian is now LM Program manager.

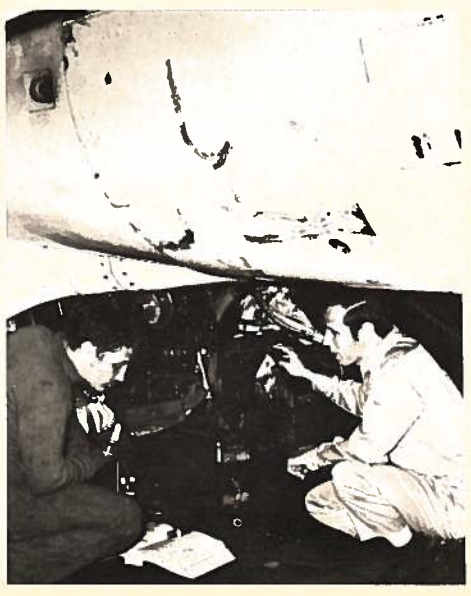
His certificate of award, signed by Dr. Fletcher, reads: "The National Aeronautics and Space Administration awards to Donald J. Markarian the NASA Public Service Award in recognition of his outstanding contribution to the success of the Apollo 15 mission. He provided overall management and direction to the Grumman Aerospace Team which built the Lunar Module, redesigned for Apollo 15—the first of the longer duration J missions. His management skill, dedication, and leadership were essential elements in the design, development, and manufacture of this exceptional spacecraft."

Across the sea and far away . . .

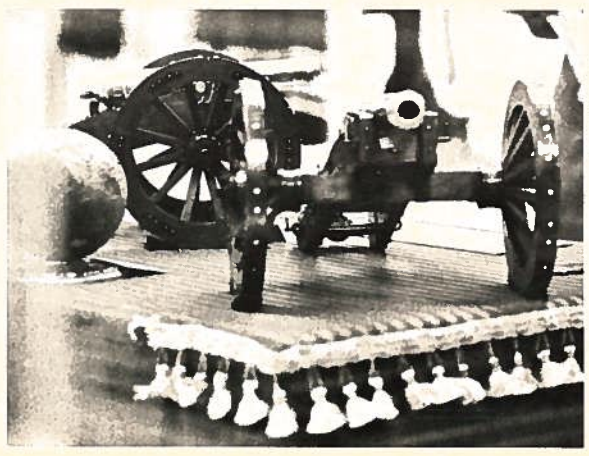
Although it must seem as though Bethpage were the hub of corporate activity (especially if you happen to be based at Bethpage), plenty is happening in other areas of Grumman global operations. Take Field Service. Grumman representatives are stationed in many parts of the world, providing service and technical assistance to military and commercial customers, on land and at sea.

Recently, Charlie Bradford, team leader of the Grumman reps aboard the carrier America, sent a gentle reminder that there are people out there, far away from home, doing the type of work that keeps the customer happy. And just to prove a point, Charlie sent a couple of photos along with his note, showing on-the-job activity, and also a little "R & R", too. In photo at left, Grumman rep Bob Gross works with Navy tech on A-6A turret assembly, while at right, shown visiting ancient ruins in Athens with their wives, are Dick Cronin, Don Burk, and Charlie Bradford. The ladies flew over to join their husbands for a 12-day visit in Greece.

Keep those letters and cards coming, gang!



Wide talent on display at GAA hobby exhibit



Barzelay collects fossils . . . and top Hobby Show prize

It was almost a dead heat between two entries in the Grumman Hobby Show this year. On one judge's vote hung a silver bowl and a $100 Savings Bond—the special Grand Prize awards.

The judges finally settled on Art Barzelay's entry in the General Collection class: a variety of fossilized fish estimated to be 20-25 million years old, dug from a butte in western Wyoming, and displayed as wall plaques. Barzelay, who has done a lot of digging and studying, said the Green River basin of Wyoming was occupied, in the Eocene period (40-60 million years ago), by shallow lakes, ponds, and marshes lying near sea level and connected with the ocean. Some of the fish probably came to spawn.

"Large numbers were buried every spring in sediments washed down by melting snow from the surrounding high mountains," Barzelay said. "The cause of their death was also the means of their preservation. The fine-grained mud kept out the oxygen needed for the decay process during the long years in which the sediment turned into rock, fossilizing the fish."

Backwoods find

Barzelay is a three-year man who works in Operations Planning & Budget, Plant 5. He found all of his fossils in one rattlesnake-infested part of Wyoming, in a butte that has outcroppings that can be attacked with hammer and chisel. He used clear nail polish on the fossilized fish to prevent deterioration. Barzelay—who has his own kiln and likes to make jewelry, too—won a second prize in Metal Work for a box and a dish of enameled copper.

His principal competition for Grand Prize was a pair of decorative baskets, entered in the General class. They were the work of Norma Frey of Repro Services, Plant 6 — a previous Hobby Show winner in crewel embroidery, and a Grumman varsity bowler. "I took a home extension course sponsored by Cornell University," she explained. "The pine needles are an especially long variety from Florida, and you have to soak them and the raffia for 24 hours before you can work with them." She uses the baskets for serving rolls or chips, but now that she's won a prize with them she's thinking of hanging them on the wall.

The show was sponsored by GAA and judged on October 21 by a panel including Loretta Gagne, Rosalie Costa, Rudy Wolmart, Jerry Bauman, Emil Prochaska, Cy Dotz, and Al Schultz. Vice President Ralph Tripp presented the awards the next day at noon in Plant 28 Auditorium. "I'm just amazed every time I see these shows," he said. "at the talents of Grummanites."

Former Senior Vice President George Titterton and his wife were there, taking an interest in a wooden cradle that earned a second prize in Woodworking for Joel Schachter. "We're expecting a grandchild soon — maybe tomorrow," Titterton said, by way of explanation.

A husband and wife team, Kathy Willsey of Employment, and Robert Willsey of Environmental Test, took honors—Kathy for a bell pull embroidered with pansies, and her husband with an intricate ship model of the USS Constitution. A girl, Diane (Sparky) Youngs of Propulsion, took third in Woodworking for a cocktail table. (She's been interested in carpentry since ninth grade). Ray Muntz' model railroad, with its tiny furnishings and black locomotive, added a touch of nostalgia to the show.

The Grumman Art & Photography Show can be seen in Plant 28 this weekend (November 12-14).

The winners:

GRAND PRIZE: Art Barzelay, Operations Planning & Budget, Plant 5

Ceramics: (1) Ed Tekieniewski, Hull Assembly, Plant 36: (2) Leilani Yeswoit, Reliability & Maintenance Control, Plant 35; (3) Caryle Thoelen, Insurance & Records & Benefits, Plant 28

Collections - Coin: (1) Ken Hale, Operations Analysis & Planning Research, Plant 25; (2) Sam Koeppel, Presentations Services, Plant 5; (3) Will Pettit, Ground Test Instrumentation, Plant 5

Collections - Stamp: (1) George Haddad, Mechanical Inspection, Plant 7; (2) Tom Telera, Requirements Planning, Plant 30; (3) Jack Strong, retired

Collections - Misc.: (1) Art Barzelay, Operations Planning & Budget, Plant 5; (2) Ed Remski, Shipping, Plant 2; (3) Robert Messler Jr., Metal & Welding Engineering, Plant 12

Crocheting: (1) Sophie Agiesta, Invoice Audit, Plant 30; (2) Gertrude Fromme, retired; (3) Evelyn Rennert, Requirements Planning, Plant 30

Embroidery: (1) Kathy Willsey, Employment, Plant 28; (2) Peggy Griffith, Environmental Test, Plant 5; (3) Muriel de Beaumont, Distribution Services, Plant 3

General. (1) Norma Frey, Repro Services, Plant 6; (2) Don Antizzo, Thermal Vacuum Test, Plant 5; (3) Russsell Christian, Tool Fabrication, Plaster, Plant 11

Gunsmithing: (1) Merian Dzialakiewicz, T/M Engineering Methods, Plant 2 (no other awards)

Knitting: (1) Judy Yoos, Product Development, Plant 5; (2) Shirley Brummel, Cashier's Office, Plant 25; (3) Theresa Van Haaften, Repro Services, Plant 1

Leather Work: (1 Ed Clark, T/M Engineering Methods, Plant 2; (2) John Montiel, Electronics Repair, Plant 33 (no third)

Metal Work: (1) Francis A. Schultz, Information Receiving & Service, Plant 35; (2) Art Barzelay, Operations Planning & Budget, Plant 5 (no third)

Model Planes - Flying - Scale: (1) Donald Peters, Drafting, Plant 15 (no other awards)

Model Planes - Flying - Nonscale - Original: (1) Vincent Dandona, GSE Mechanical, Plant 33; (2) Hank Womble, Component Application, Plant 1; Joel Chesler, Vibration & Flutter Analysis, Plant 35

Model Plane - Non Flying - Scale: (1) Lawrence Lazar, Structural Test Engineering, Plant 5; (2) Clifford Franklin, Structural Analysts, Plant 1; Dom Manfre, Engineering Administrators, Plant 5

Model Railroad: (1) Ray Muntz, Operations Planning & Budget, Plant 34C; (2) Clifford Franklin, Structural Analysts, Plant 1 (no third)

Needlework: (1) Salvatore Costa, Electrical Fabrication, Plant 33; (2) Virginia Larson, Information Receiving & Service, Plant 35; (3) Ethel Lo Dolce, Medical, Plant 34

Science Working Model: (1) Arthur Hinkson, Electronics Inspection, Plant 4 (no other awards)

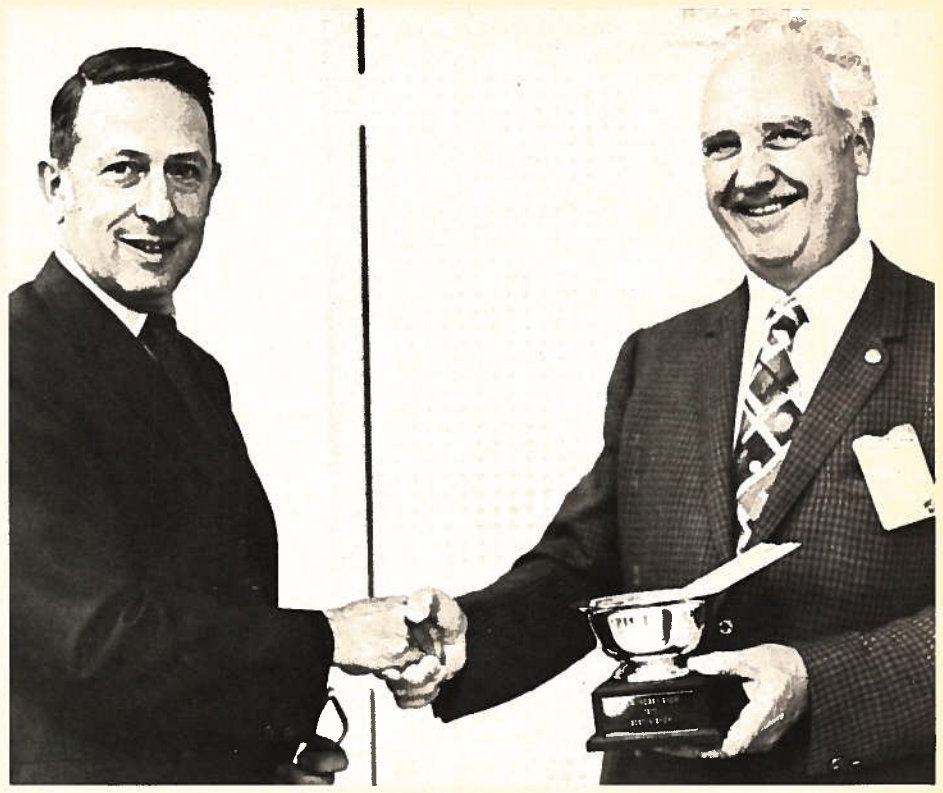
Sewing: (1) Mary Hutter, Medical, Plant 5; (2) Carol Lanier, Insurance & Records & Benefits, Plant 28; (3) Eleanor Moorehead, T/M Engineering Methods, Plant 6

Ship Model - Kits: (1) John Wightman, GDS Digital Computer Operations, DSC; (2) Robert Willsey, Environmental Test, Plant 5; (3) James Ohrtman, Equipment Engineering, Plant 30

Ship Models - Original Design: (1) Herman Voigt, Instrument Fabrication Repair, Plant 5 (no other awards)

Wood Carving: (1) Rudy Wolmart, Production Control, Plant 2; (2) Jack Krammer, P/S Servo Training, Plant 15; (3) Edgar Truckenbrodt, Plant Protection, Plant 18

Woodworking: (1) Armando Nicoli, BP & Offsite Warehouses, Plant 17; (2) Joel Schachter, Mechanisms, Plant 35; (3) Diane Youngs, Propulsion, Plant 33



Fossil collector. **Fish in the desert, 20-25 million years old, attracted Art Barzelay (L) of Operations Planning & Budget, Plant 5, and he mounted a display of them that earned first in Collections and Grand Prize in the Grumman Hobby Show. Vice President Ralph Tripp here presents him a silver bowl and a $100 Savings Bond. (Hobby Show photos by Fred Annette)**

Thanksgiving menu

If you fancy yourself as being an "eager eater," there's a bargain coming your way that's too good to pass up.

On Thursday, November 18, a pre-Thanksgiving Day dinner will be served at **all Grumman** cafeterias and buffeterias. And for Nite Owls, the repast will be served at the buffeterias in Plant 1, 2 (north end), 6 and 7.

It's an inviting menu: turkey with stuffing and cranberry sauce; apple cider; candied sweet potato; creamed onions and green peas; apple, mince or pumpkin pie; and a cup of coffee or tea.

And all for only $1 (that includes 6 cents for Rocky). At that price it **could** be called a real bargain. Remember, Thursday, November 18—enjoy!

Witches' brew? **Well, hardly, 'cause where have you ever seen three happier 'witches?' But some of the regulars at the Plant 2 south buffeteria had a surprise late last month when they found the area decorated for the season by Gloria Barksdale (L), who heads the group, and her co-workers Helen Carney and Pat Furlong. Okay, Plant 2 gang: What did you do to make their day brighter? (Photo by Marie Trimborn)**

service milestones

40

Louis Terrosi, Plt. Mgr. (2)

35

Rudolf G. Kucera, Prod. Ctl. (2)

30

William M. Lampert, Heat Treat (2)
Robert E. Bennett, Proto. (2)
Richard Bowe, Plt. Mgt. & Staff (2)
John P. Pomeroy, Prod. Ctl. (2)
Willard Cornwall, T/M Engg. (2)
John Giglio, Tool Fab. (2)
Charles A. Checola, Plt. Mgt. & Staff (3)
Matthew Tropiano, Prod. Ctl. (3)
Albert W. Zarodkiewicz, Static Test (5)
Joseph A. Laucella, Invent. Ctl. (6)
John J. Barnes, Prod. Mfg. (15)
Michael C. Finno, P/S Struct. Mech. Engg (15)
Edwin Anspacher, Ship. & Spares (17)
Anthony Grillo, Ship. & Spares (17)
Harry J. Frederickson, Trans. Ofc. (20)
John E. Jeanson, ESO (25)
Walter Potocki, Plt. Mgt. & Staff (27)
John T. Millang, Flt. Avion. (33)
Edward J. Young, P/S Admin. (34)
Arthur C. Mattson, Struct. Des. (35)
Armond J. Aronne, Seats & Surviv. (35)
Pompeo M. Capria, Prod. Mfg. (36)

25

Henry V. Rutkowski, Prod. Ctl. (2)
James O. Roberts, Prod. Mfg. Admin. (2)
Vincent Rizzi, Pre Flt. Finals (6)
Thomas W. Watson, Pers. Admin. (6)
Edward H. Best, Inspec. (6)
John T. Ryan, Plt. Protect. (6)
James J. Murphy, Proj. Engg. (15)
Frederick Skidmore, Sub-Assem. (27)
Anthony J. Schumann, P/S Prog. Supply (30)
Joseph C. Coffey, Contract Revenue (30)
Francis W. Roth, GSE Mech. (33)
Robert H. Edling, Avionics Inst. (33)
Warren M. Smith, Elect. Repair (33)

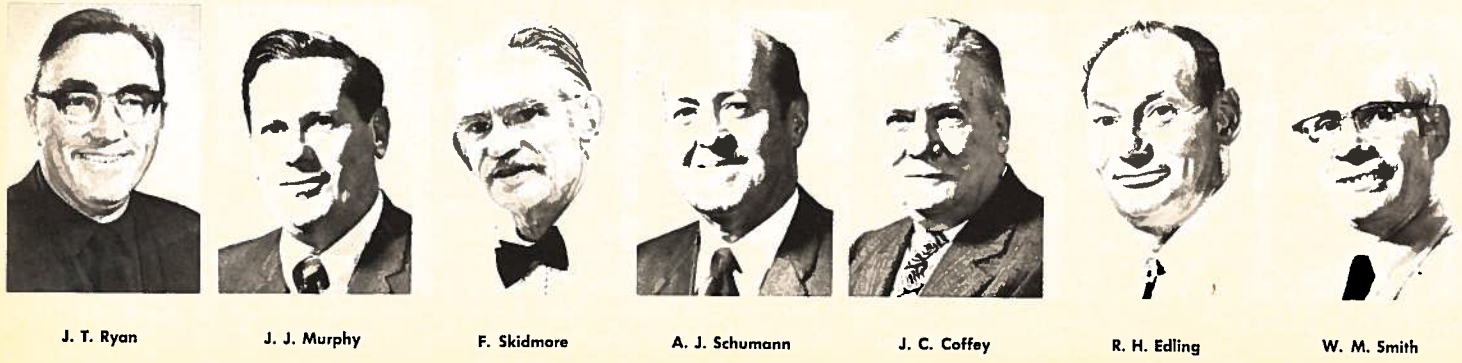
20

Anthony Tamburro, Fuse, Join. (1)
Thomas M. Herlihy, Hyd. (1)
Francis A. Bernardo, Elect. Fab. (1)
Frank P. Malone, Prod. Ctl. (1)
Albert T. Gainer, Tool Fab. (1)
Audley C. Burns, Fluid Pwr. (1)
Barbara T. Welch, Wgt. Ana. (1)
Irving Kaufmann, Veh. Prod. Engg. (1)
Samuel Roselli, Router & Shear (2)
Edward Offner, Spotweld (2)
Raymond J. Delmage, Ctls. (2)
Stephen Golego, Prop. Test (2)
Frederick Zumpol, Plt. Mgt. & Staff (2)
Jerry P. D'Agostino, Prod. Ctl. (2)
Carmine Casale, Prod. Ctl. (2)
Charles W. Suntzenich, Prod. Ctl. (2)
John B. Mills, Ind. Engg. (2)
Eugene Favale, Prod. Ctl. (2)
Horace W. Mizell, Tool Fab. (2)
Marvin Newman, Safety (2)
Everett C. Arndt, Heat Treat (3)
Ralph Falero, Fin. Assem. (3)
Peter Kleckowski Jr., Wing Sub-Assem. (3)
Edward Zbikowski, Wing Fin. Assem. (3)
Lawrence P. Lee, Honeycomb (3)
Peter Kalinick, Honeycomb (3)
William J. O'Brien, Honeycomb (3)
Theodore A. Johnson, T/M Engg. (3)
Joseph Carrier, Maint. (3)
Leslie Remsen, Static Test (5)
John J. Franchi, Wood Shop (5)
George S. Clarkson, Maint. (5)
Robert A. Uzar, A/C Dev. Engg. Mgt. (5)
Dominick Mucci, Inspec. (5)
Archie P. Lee, Avionics Inst. (6)
Leroy M. Ackerly, Pre Flt. Finals (6)
Eugene A. Finkle, Plt. Protect. (6)
Paul Birmingham, Pre Flt. Finals (7)
Joseph F. Gerardi, Flt. Data (7)
Webster L. Hopkins, Metallurgy & Weld. (12)
John D. Nicoletta, Repro (15)
Alfred A. Allgeier, Tool Fab. (16)
Howard N. Albert, Plt. Protect. (18)
Ernest D. Marten, Research (26)
John W. Stephens, Sub-Assem. (27)
William Hogan, Ctr. Sect. Sub-Assem. (27)
Herbert C. Holland, Chem. Engg. (27)
Charles Robb, Inven. Ctl. (30)
Edmund Kos, Elect. Fab. (33)
John A. Greguski Jr., P/S Pricing (34)
Richard I. Oley, P/S Field Serv. Mgt. (34)
John J. Mikals, Environ. Ctl. (35)
Arthur W. Miller, Tool Fab. (36)
Henry A. Setzer, KSC Mfg.
Alfred E. Fischer, GDS Train.

15

Lawrence W. Conlon Jr., MP&P (1)
Mildred H. Capobianco, T/M Engg. (1)
Schuyler Van Ness, Maint. (1)
Edgar Tappen, Maint. (1)
Joe S. Go, Flt. Ctls. (1)
Robert G. Freese, Acctg. Admin. (30)
Joseph Rodriguez, Prog. Mgt. F-14A (1)
William F. Halversen, GSE Mech. (2)
James F. Nelson, Steel Pts. Assem. (2)
Theodore Imeidoff, Prod. Ctl. (2)
Edwin R. Leverich, Maint. (2)
Carl R. Eden, Presentations (2)
Richard C. Kosse, Food Serv. Mgt. (2)
Francis Oczko, Timekeeping (2)
Ralph Moccio, Inspec. (2)
Charles Gennario, Chem Mill (3)
Charles H. Seider, Prod. Ctl. (3)
Gerard F. Ferber, Maint. (3)
Anthony Sidonio, Maint. (3)
Walter K. Maas, Maint. (3)
Daniel Horan, Facil. Maint. (3)
Peter Dmuchowsky, Facil. Maint. (3)
Robert F. Sendelback, Fin. Assem. (4)
Clinton H. Inniss, MP&C Support (5)
Arthur L. Solbrig, A/C Dev. Engg. Mgt. (5)
Norman G. Mac Kinnon, Pub. Aff. (5)
Reme M. Lanza, MP&C Calverton (6)
Edward W. Weisse, Maint. (6)
Manuel T. Ferreira, Facil. Maint. (6)
Marion L. Butts, Medical (6)
George J. Kruta, Inspec. (6)
Richard H. Myers, Plt. Protect. (6)
Vincent A. Devino, Proj. - Aircraft (7)
Eugene N. Blanck, Inspec. (7)
Peter S. Sentz, P/S Cust. Orders & Rec. (15)
George F. Amentler, Facil. Maint. (27)
William Johnston, Prop. Mgt. (30)
Sam Coco, Maint. Admin. (30)
Genevieve P. Howell, Commercial A/C Prog. (30)
Peter A. Morris, P/S Resource Appl. (34)
Carl Amato Jr., P/S Prog. Mgt. (34)
Anthony Bartilucci, Veh. Thermal Bal. & Exp. (34)
Lewis H. Homire, Sys. Des. & Ana. (34)
Frank J. Rauch Jr., Exper. Dyn. (35)
Jay Mendelsohn, Sys. Sciences (35)
Victor M. Pick, Fluid Mech. (35)
Robert E. Muldowney, GDS Bus. Prog. (40)
Theodore F. Walker, KSC QC (83)

H. V. Rutkowski | J. C. Roberts | V. Rizzi | T. W. Watson | E. H. Best



J. T. Ryan | J. J. Murphy | F. Skidmore | A. J. Schumann | J. C. Coffey | R. H. Edling | W. M. Smith

Happy anniversary!

Home again . . . what a record!

The first Marine Corps carrier-based electronic countermeasures squadron, flying Grumman's EA-6As, has returned home after a successful nine-month tour of duty in the Mediterranean.

The four-plane detachment flew from the flight decks of three aircraft carriers—the Forrestal, Saratoga, and America—and racked up a number of noteworthy achievements, including:

- 2,037 flight hours
- 878 sorties
- more than 550 arrested landings

In addition, the officer in charge of the detachment, Maj. Dick Conway, along with his ECM officer, Capt. J. C. Weber, were the first to achieve the coveted Centurion mark by making 100 landings on a specific aircraft carrier. And Capt. D. Roath became the first aviator to chalk up 1,000 flight hours in the EA-6A. Grumman Field Service rep Jim Shipman provided the Marine squadron with technical assistance.

The Mediterranean mission was twofold. First, it acted as a training vehicle for the Sixth Fleet shipboard and airborne crews. Secondly, it provided Fleet support "to degrade enemy electronic capability in an actual conflict situation."

Although the flight schedule was heavy, there were breathers . . . like visits to Athens, Barcelona, Cannes, Majorca, Palma, and Rhodes.

But the main point is that the deployment went very well. Rear Adm. Robert B. Baldwin, Commander Carrier Division 6, commended the detachment, saying, "I have never seen a squadron that has shown the effectiveness you have." And he also remarked that the EA-6A configuration provided "a new element of capability (delivered) in first-class style."

Coming aboard. **Marine EA-6A of VMCJ-2 detachment lands aboard USS America following electronic countermeasure mission in Mediterranean. Detachment headed by Maj. Dick Conway was first Marine ECM squadron to fly from carrier decks. (U.S. Navy photo)**

Little red apples. **Charlie Chlanda's amazing way with fruits and vegetables earned him four prizes at the Grumman Fall Flower Show and Best in Show for his crab apple display. Vice President John O'Brien (L) awarded the prizes. This was the first time a 'Best in Show' has been awarded to anything but a flower. (Photo by Fred Annette)**

Chlanda has good cause to smile: his crab apple tops 'flower' show

"Crab apple." It doesn't sound very exciting and certainly not an award winner, but Charles Chlanda, a man noted for his prize winning fruits and vegetables, has changed all that. Not only did he take all four awards in the fruit and vegetable category at the recent Fall Flower Show, he also claimed the coveted Best in Show award for his Dalgo crab apple. It was a "first" for Chlanda and the first time Best in Show was won by anything but a flower.

Vice President John O'Brien took time out from a busy schedule to attend the flower show and to present the awards to the winners. The first ones went to John Bassler, a retiree who took first place in the Single Mum category, and Otto Schineis, another retiree who took first and second place for his dahlias.

Then Mimi Abbatiello took over. He took a second, a third, and an honorable mention in the Single Mum category, took a breather, then came back to clean up all four awards in the Single Spider category and first, second, and third awards with his assortment of mums. Two special awards were given out to Ray Amendola for his entry of a large watermelon and a large pumpkin.

It was quite a show and had over 150 entries. Kay Zuk of Employee Services, director of the show, was very pleased with the turnout. "We're reaching a larger audience by holding these shows in different plants and we're getting more people to enter."

The winners are:

SINGLE MUM: John Bassler, 1; Mimi Abbatiello, 2, 3, & HM.

DAHLIA: Otto Schineis, 1 & 2; Karl Hagen, 3; Roy Goddard, H.M.

SINGLE SPIDER, SPOON, QUILL: Mimi Abbatellio, 1 2 3, & H.M.

SINGLE SPRAY: Frank Sadowski, 1; Marie Catalano, 2; Roy Goddard, 3 & H.M.

ASSORTMENT OF MUMS: Mimi Abbatiello, 1, 2, & 3; Frank Sadowski, H.M.

SINGLE SEASONAL FLOWER: (Marigold) Frank Sadowski, 1 & 2; (Rose) Chuck Belensky, 1; Frank Sadowski, 2; Will Pettit, 3; Frank Sadowski, H.M.

ASSORTMENT SEASONAL: Roy Goddard, 1; Frank Sadowski, 2; Dot Kappenberg, 3; Otto Schineis, H.M.

ARRANGEMENTS: Will Pettit, 1 & H.M.; Dot Kappenberg, 2 & 3.

FRUITS & VEGETABLES: Charles Chlanda, 1, 2, 3, & H.M. and Best in Show

NOVICE CLASS - SINGLE MUM: Frank Vernon, 3 & H.M.

CALENDAR of events

Notice of events for period Nov. 29 - Dec. 10 should reach Plane News by **Tues., Nov. 16.**

Am. Radio Club: Wed., Nov. 17, 5 p.m., WA2LQO radio shack on roof of Plt. 5. Emmett Goodman, Ext. 87125.

Chess Club: Every Tues., 4:30-9 p.m., Plt. 3 cafe., inter-company tourn. Alex Ikonnikow, Ext. 7591.

Coin Club: Every Wed., 12:05-12:50 p.m., Plt. 25 Vendor Conf. Rms. Ken Hale, Ext. 1936.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plant. 3 cafe., partnerships arranged. S. Stone, Ext. 3652.

Eng. Mod. Soc.: Wed., Nov. 17, 6 p.m., Plt. 28 Rm. 2, bus. mtg. Joel Chesler, Ext. 7771.

Family Campers: Sun., Nov. 14, 5 p.m., Plt. 18, gen'l mtg., elect. of ofcrs. Bill Lord, Ext. 2914.

Fencing Club: Mon. & Wed., 4:30-6:30 p.m., Plt. 30 cafe, basic instr. & competitive fencing. Joe Campisi, Ext. 87587.

Flying Club: Fri., Nov. 12, 5 p.m., Plt. 28 audit., elections. Mal Gerry, Ext. 1396.

Huntington Toastmaster Club: Mon., Nov. 15, 8-10 p.m., 1st fl. Conf. Rm., Allstate Bldg., Old Country Rd., 110 Melville, educational. T. Campbell, Ext. 3157.

Instr. Soc. of Amer.: Wed., Nov. 17, 7:30 p.m. FAA Mac Arthur Air Traffic Control Ctr., Bohemia, tour of FAA Ctr. E. Conroy, Ext. 9515.

L.I. Ind. Nurses Assoc.: Thurs., Nov. 18, 8:15 p.m., Plt. 28 audit., month. mtg., spkr. Carl Meyers, safety eng., Dept. of Labor. M. Gise, Ext. 3723.

Old Friends Club: Tues., Nov. 23, 7 p.m., Hearthstone Inn, Rte. 109, F'dale, month. mtg., Christmas dance. Frank Mistretta, Ext. 2683.

Retiree Club: Wed., Nov. 24, 1:30 p.m., Holiday Manor, reg. month. mtg. GAA, Ext. 2133.

Soccer Club: Sun., Nov. 14, 12:30 p.m., Reserves vs Forest Pk., Grumman; 2:30 p.m., Premier team vs Salisbury, Grumman; Sun., Nov. 21, 12:30 p.m., Reserves vs Jamaica Boys, Jamaica; 2:30 p.m., Premier team vs Astoria, Astoria, league & cup competition. Karl Herrnkind, Ext. 3470.

Soc. of Logistics Eng.: Thurs., Nov. 18, 5:30 p.m., Old Country Manor, 244 Old Country Rd., Hicksville, L.I. chap., cocktail/dinner mtg., spkr. John C Purcell, director Consumer Serv., Genl. Motors Corp., "Role of Logistics in Automotive Marketing." Jack Beiderman, Ext. 2091.

Soc. of Mfg. Eng.: Mon., Nov. 15, 7:30 p.m., Graduate Ctr., Bklyn. Poly, Rte. 110, F'dale, Spkr. Don Frazier, pres. Frazier Ind. Co., "Unit Storage in Industry." Dick Knoll, Ext. 84040.

Stamp Club (Bethpage): First 3 Wed. of month, 5 p.m., Plt. 30 cafe., swapping, circuit bks., sales & auction. Marty Harow, Ext. 9172.

plane GRUMMAN news

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Young tops Finch at Calverton to signal wind-up of 'shoe play

Horseshoe pitching, like bocce, is becoming more popular as a lunchtime activity at Grumman. And surprising as that may be—after all, both are rather bucolic pastimes in this age of frenetic activity—the resurgence that both sports have been experiencing here is no more than a reflection of what's happening across the country. Bocce and horseshoe pitching **are** coming back (although it may be somewhat premature to rush out and build your own court). And to emphasize that "comeback," here's what's been happening around the GAA sports world:

At Calverton, Pat Young and Bob Finch bumped heads in the finals of singles horseshoe play, with Young coming off the better of it on a 20-21, 21-10, 21-10, 21-3 win for the title. Pat warmed up to his task with earlier triumphs over Paul Malguarnera, 21-1, 21-11, and Fred Schultz, 26-3, 18-21, 24-13.

Finch came back in the doubles with Harry Themann, but once again he was stopped just short of the top prize. This time it was Mike DeLuca (he had been Bethpage champ last year) and George Demarest that supplied the coup de grace in the finals, 22-14, 21-8, 15-23, 23-3.

Quick-time to title

Engineers, being concerned these days with real-time results, decided to complete their tournament at Plant 34 in quick-time so they reduced the winning game total to 11 points. Ernie Hallet captured the singles 'shoe title by clipping Larry Bird. It was a close one, 11-3, 8-13, 3-11, 11-3, 11-5.

Marty Getzelman and Tony Bertolami teamed up to take the doubles crown with a 12-4, 4-11, 10-11, 11-1, 14-8, triumph over Larry Bird and Vin Mancino.

It was a replay of 1970 at Plant 33. Bill Ziegler and Bill Landman lost nary a game as they swept past three teams while defending their tandem pitching honors. Ziegler and Landman rapped Ray Wood and Bernie Doute 24-4, 24-9, 22-20 to cement their victory. Earlier, the defenders dropped Chick Stanco and Ted Wess, 22-6, 21-12; George Bennett Pop Ceely, 23-12, 22-7; and John Zaccaria and Dan Anelli, 21-8, 21-12.

Purtee duo champs

Jim Purtee and Bob Tiedemann can lay claim to the doubles title for Plants 11-11A-16 following their 22-14, 23-13 victory over John Pawlitz and Joe Nardi. Purtee and Tiedemann established the pattern with a 21-5, 21-7 triumph over Evans and Tinsley and followed that up with 24-11, 25-6 and 23-14, 22-18 wins over Denton and Maune and Pawlitz and Nardi, respectively.

Finally, Al Nickel snapped up singles laurels and Sal Catalano and Hal Corley collected doubles honors at Plant 27. Nickel edged John Stephens, 23-5, 21-20, 11-22, 15-21, 23-20, for his trophy, while Catalano and Corley whacked Stephens and Lamm, 23-19, 22-17, 15-22, 21-11.

. . . and still champions. That accolade is getting to be a habit with the Grumman golf team, who won the L.I. Industrial league title in 1971 for the ninth straight time. Shown here with Mike Cherry of GAA, coach of the squad, are Bob Holsten, Caesar Roscigno, Steve Gray, and captain Jim Alverson. Not present are Willie Suppa and Tony Cisco. (Photo by Bob Settles)

Moodandas repeat bocce win

For a while it looked like easy pickings for the Moodandas in the boccé "world series" at Plant 1. And that wasn't too surprising. Hadn't the Moodandas won the Italian version of lawn bowling (or is lawn bowling the English version of boccé?) the previous year, and then come out on top of the lunchtime league this year, too.

So when their opponents, the F-14 Maintainability team, former champs at Plant 15, found themselves down 3-0 in the series, it's understandable why the Moodandas were feeling somewhat satisfied with their performance.

A slight crack in that facade developed when Maintainability won the next game, and that fissure widened considerably when the Moodandas lost the next two games also. Suddenly the pressure was on! Rebounding on the sure rolling of Vince Casale, Charlie Shattuck, Frank Perazzo, Vince Jambrone, Al Koesling, and Carl Wannamaker, Maintainability was turning the series into a contest.

And it went that way, right down to the final toss in the seventh game. When it was all over, the Moodandas—Joe Wolf, Gerry Ridgley, Dick Johnson, Dick Lehr, Ken Wendell, and Nick Bazzicalupo—could breathe a little easier. Thanks to a 15-13 win in the finale, they can look back at that triumph as the one that saved the title that nearly got away.

Digits whack Lobes for title

Coming off a 13-0 record in regular-season play, it seemed natural enough for the Digits to continue that pace in the playoffs for the Wednesday after-hours softball league crown. At least to them it did. But the Side Lobes had other ideas. In the inter-league playoffs, the American division winners, the Digits, had gained the finals following a 17-0 win over the Hi-balls, while the Lobes, winners in National division, survived a narrow escape in the semis against the Tac Jammers. The score was 7-6.

The Side Lobes proceeded to whack the Digits 8-6 in the first game of the finals. Besides snapping the Digits' win skein, the Lobes also put the winners of the American division on the very edge of instant elimination.

But it never happened. The Digits came back on the steady chucking of Jim Dimitry to take the next two games and the Wednesday after-hours title. They evened up the series on a 4-2 victory. Trailing by two in the fifth, the Digits scored three runs, with the big hit a double by Jim Casey.

Paul Bavitz collected four hits in the clincher, a 6-2 win by the Digits. It was a tight game until the top of the sixth when the winners scored four times. Bob Schmidt's sacrifice fly drove in the tie-breaker.

Gophers win some . . . lose one

Winning two out of three is a pretty good average, one that would put you on top of a number of leagues, but it's not good enough to put you at the apex of the South Shore rifle league. The Grumman Gophers are finding that out. Recently, the Grumman varsity shooters knocked over Levittown, 953-937, and Sunrise, 951-913, but then came a cropper in a match against DeMott Carman, 954-972.

Hank Womble led the Grumman contingent in all three matches, firing 198 against Levittown, 195 against Sunrise, and 197 in the DeMott Carman contest.

Included in the Gophers' scoring during the Levittown win were: Dick Imgram, 191, Hans Forsch, 190, Ed Brandis, 189, and Warren Block, 185. High shooters in the Sunrise match were: George Hilton 194; Brandis, 191; Bob Lang, 187; and Forsch, 184.

Top scores against DeMot Carman included: Forsch, 193; Brandis, 192; Joe Anckner, 190; and Block, 182.

Herb shows 'em how!

Herb Mahoney of the Grumman Athletic Association registered the first 700 of the season for Company keglers, although (ahem) it didn't happen in a GAA-sanctioned loop. Herb put together games of 237, 219, and 259—which totals 715—then added 202 in his four-game set in the Tuesday night mixed league at Westbury Lanes for a grand total of 917. The American Bowling Congress recognizes the **first** three scores in a four-game set as being eligible for a "700" award.

Mahoney carries about a 190 average. Way to go, Herb!

Mickey Mouse alive and living in Florida

Remember the Mouseketeers . . . and the fun you had being a member of the Mickey Mouse club? Or if you weren't a member, your children probably were. Well, now is your chance to get in on the fun by becoming a member of the Walt Disney Magic Kingdom Club, says Gus D'Errico, head of Employees Service.

Being a member of the Magic Kingdom Club entitles you and your family to receive special values at Disneyland and extra values at the Magic Kingdom in Florida, including special travel and tour packages. These values are available to members only. Membership cards are available at any ESO at no charge. So, if you're interested, pick up your card and become a member. Then start planning your next vacation.

The Walt Disney World that opened in Florida last month is truly a world in itself. It offers two 18-hole golf courses, hotels, shows, shops, restaurants and entertainers. There is also a 600-acre Fort Wilderness camping area and near by is a private beach, and if you like horseback riding, that's available too, at the Circle D ranch.

Fowler, Meehan, Mathia highlight pin loop action

It seems that every year about this time, as the thermometer starts to drop, the bowling scores start to rise. In the past couple of weeks, for instance, George Fowler, Rita Mathia, and Bill Meehan put together individual performances that not only set league highs but Company season records as well. Rolling in the Masters loop, Fowler ran a string of nine strikes, converted a four-pin spare, then closed with another strike to ring the bell with 276. George finished his four-game set with 813, another Masters' record. (By the way, the league desperately needs two 180 bowlers to complete their roster. Call GAA if you qualify.)

Rita, who rolls in the Syosset Mixed league, established women's marks recently with 241-601 while Meehan rode single lines of 233, 225, and 215 to a 673 string, high for the year in both the Syosset Mixed and GAA-sanctioned loops. Among the other standouts in Masters play: Ed Gabriel, 258-798; Fred Skirde, 233-791; Dick Spalding, 232-225-808; Jake Brouillard, 205-787; John Betterino, 226-786. Sharing Syosset honors were Ed McGovern, 221; John Betterino, 231; and Pat Sabatelli, 222.

Malandro hits 627

Nick Malandro's 243-627 headed Classic play at Jericho Lanes, while in supporting roles were Bob MacLeod, 216-601; Mel Schecker, 233; and Tom Maurici, 223-601. . . . Len Trifaro kept the Scooters in front of the Mohawk loop with 209-211-596. In that action, Al Maxey scored 214-514 and Al Loiko, 520. . . . Although he rattled the sticks for 213-225-605 in Hellcat competition, Jack Nielsen could no no better than 'near-misses' on Ike Washington's loop marks of 226-617. Other highlights: Ed Raab's 223-588; Bill Gordon's 234-576; John DiSalvo's 221-597; and Jack Frischmann's 230-577. . . . Jim Rose's 215-205-588 paced Trader play at Oscars, and trailing that effort were Tom Wright's 214-568; John Logan's 209-564; and Charlie Gosline's 202-560.

Although Dick Bereis holds only a 157 average after 18 games in pin play this year that didn't stop him from throwing a hefty 246 (he finished with 542) recently while establishing a Rocket game record. John Cortese used the same session to set a 629 string mark with help from 224 and 237 lines. Other luminaries: Ted Cisek, 227; Bob Gottehrer, 219-559; Sid Stone, 554; John Proscia, 238-584; Paul Havekotte, 207-575; Kevin Wall, 214-572. . . . Whatever happened to the high scores in the Black league? For some reason, 600s there seem as rare as the Hope Diamond. Top score in recent weeks was Walt Becher's 246-595, with Ed Burlingame's 222-584 next in line. Rounding out the list were Lee Maggio's 221-570, Al Pucci's 567; and Frank Weber's 204-561.

There goes Rudy!

Rudy Dunkley's been on a tear, and shows one league mark and one near league record to his credit in Bethpage Owl competition. The Owl varsity mainstay hit 243-612 (that set the game record), then put together 632 on 202, 228, and 204. Judge Locke's 201-209-600, and Bill Harris's 212 were other bright spots, but the **real** stunner was the 7-10 split converted by Al Albanese. . . . The Mingas and the Good Friends are at it again in the Patchogue Mixed League. Every time the two teams hit head on there are a few bruises **and** usually a change in the top spot in the standings. That's the way it was recently as the Good Friends rode into first (they share it with Tri-Harda and MABE) following a head-to-head match. Maggie Gaynor's 515 for GF and Joan Burgess's 496 for Minga were distaff highlights. Earlier, Maggie had 527; other scores included Dave Struller's 212-555; Dick Lindstrom's 540; Gene Burgess's 201-561; and Bob Geer's 529.

It looks as though Bob Dudonis is ready to put the Classified league on notice: he now owns both league marks after a 200-246-624, and it's not likely he'll be ready to give them up in a hurry. Bob carries a 193 average but has been having trouble breaking out with those big scores. Maybe now he's on the way. Highlights in Classified play included Dick Goedtel's 203-589 and 225-595, Dudonis's 200-588; Bob Hornfeck's 227-600, John Donovan's 228-589, and Al Dedora's 234-584. . . . Lou Ricci and Sandy Rider have been individual leaders in the Blue Mixed loop, with Lou hitting 212-561 and Sandy scoring 529 recently. Other highlights: Rose Canales, 476; Lottie Tregnaghi, 455; Fred Annette, 207; and Kathy Hager, 447.

Rita Mathia

Sets Syosset Mixed marks

George Fowler

Hits 276 in Masters play

Jack Grant fired 242 and Chet Everoski hit 611 in Hawkeye Mixed action, with the high string overriding a 606 contributed by Nick Bilogan a couple of weeks ago. Nick's high game was 219. Scoring well also were Andy Goshefski, 214-551; Dot Jacobsen, 484; Maude Schultz, 210-474; and Arlene Schwemmer, 512. . . . Ed Lomot came through with 227-609, Dave Evans, 226-584; Tom Schindler, 204-565; and Joe Solomon, 241-564, to pace Aerospace pin spilling. . . . In other Mixed results, Donna Lawrow leads the women in Woodbury with 541. High for the men were Frank DeGaidano, 228-560, Hal Ennis, 229.

Pistol play

In the L.I. Industrial Pistol League, the Grumman B squad scored two victories recently, 978-918 over Republic, and 992-974 over IBM. But the P team didn't do as well; although it scored 1,078, much higher than the B team did in the .22 caliber competition, the P squad lost to Sperry by 57 points. Against Kollsman, however, the Ps did come out on top, 1,076-1,042.

High scorers included: (B team) Mort Weinberg, 260; Hank Cabble, 260; Eric Nordmark, 259. (P team) Nick Evangelides, 273; Hank Chau 270; Phil Boehm, 273; Ron Trenker, 268; Rick Wicks,

Here's the Helmet and Scarf Society . . .

"Up in the air, junior birdmen"—or something like that.

Here assembled on the ground (but not for long) is an informal group dubbed The Helmet and Scarf Society, a gang of lunch-hour builders of scale-model airplanes. Their hobby shop creations of World War I (and later) planes don't just sit there looking pretty, although they seem good enough to exhibit. They get to fly powered by rubberbands!

There's a citation of sorts for all this that goes to "one of the elite group who has had the courage and fortitude to fly his (or her) aircraft from the third floor roof of Plant 4." The number of planes to fly fully successfully is a closely guarded secret. However, the Gulfstream I, shown in the background, needs no backdrop of secrecy.

But it's fun. So attest (L to R) Wally Zober, Dick Bowne, Oscoe DeMagri, Jack Engelmann, Joe Whitney, Linda Adams, Gus Guzzo, Mel Bomze, and Bob Laderman.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

Wanted

ENG.: Mod. airplane, ignition type, for antique collect. MA 6-2825.

PICCOLO: Key of C, w/case. TU 8-5548.

HOUSE: Pref. Nassau, 3 bdrm., eat-in-kit., bsmt., gar., under $30,000. 212 HI 4-8677, after 4.

FREEZER: Upright mod., gd. cond.; Bos. Whaler w/w.o. motor, 13 ft. mod. AN 6-2997.

MANUAL: '66 Chevy Impala shop serv., owner's manual. IV 9-1431, after 7.

PARTS: From Victrolas & old 78 rpm records. 271-9758, after 6.

EQUIP.: Photo, cameras, proj., etc. IV 1-6247.

HOUSE: To rent in Vt. for ski. 543-6119.

MOTOR: 35 or 40 hp Johnson or Evinrude outbd., manual start pref. 732-5954, after 7:30.

MAGAZINES: Prior to '30, Country Life in Amer., Life, Colliers, Ladies Home Journal, Sat. Eve. Post. 433-5282, evgs.

TRAINS: "O" or "027," & access., any cond. 567-3616.

HOUSE: Ranch, cape accept., 2 bdrm. min., low. lvl., walk to RR, shop, Bethpage, Hicksville, or F'dale, moderate cost. 822-3619.

MISC.: Old toys & banks. 543-4035.

MISC.: Side curt./wind. for Triumph TR-3; fold. type ping-pong tbl. 751-7992.

SKI RACK: For VW Bug to hold 3 pr. skis. AN 5-5118.

CANOE: 17 ft. Grumman dbl-end., good cond. 261-9563.

Lost

VW KEYS: In VW key lea. hold., Plt. 34 prk. lot. 935-1280.

Car Pool

BRONX: To Bethpage. 212 298-0668, after 6.

NEW ROCHELLE: To Bethpage. 914 235-9894.

WILLIS AVE.: Mineola to Plt. 15, join or form. George Hummel, Ext. 84782.

WHITESTONE: Beechhurst & Bayside to Plt. 15, 8:12-4:42 p.m. 212 357-3812.

FLUSHING: LIE & 170 St. to Plt. 15. 212 LE 9-5919.

BKLN: Vic. of Rockaway Pkwy., Canarsie, to Plt. 3, 7:30-4 p.m. 212 CL 1-0144.

For Rent

HOUSE: Rocky Pt., furn., 2 bdrm., $225/mo. 929-4643.

SKI CABIN: 15 min. from Mt. Snow, avail. Dec. incl. Xmas wk., $20/day wk. days, $25/day wkends. 261-1570.

ROOM: East Meadow, lrg. furn., pvt. ent., bath, TV, refrig., nr. shop. ctr., gent only. 333-7849, after 4.

ROOM: Semi pvt. bath, lrg. cedar closet, nr. plts., gent. pref. CH 9-2873.

APT.: Hicksville, nr. Plt. 5, 3½ rm., carpet., panel., pvt. ent. WE 5-7910.

ROOM: & Board, share bath, lrg. w/TV, Hicksville, mature woman. 938-7074.

APT.: Hauppauge, 2½ rm., w-w, air cond., terrace. 724-1027.

ROOM: Glen Cove, lrg. w/pvt. bath, kit. & lndry priv., $90/mo., gent. pref. 671-4083.

APT.: 2 bdrm., furn., lndry. rm. w/wash. & dry., work shop, gar., all util., $225, avail. 1/1/72. LT 9-2558.

ROOM: Bethpage, pvt. ent. & bath, nr. plt. WE 5-7746.

APT.: Locust Valley, 3 lrg. rms., furn., bus. person or couple only, avail. 12/1. 671-0517.

APT.: 2 bdrm., unfurn., air cond., dish wash., patio, 2 bath, nr. shop., ½ hr. Grumman, $254/mo. plus elec. 665-6394.

APT.: Spac. mod., on 325 acre mt. estate, Catskill area, skat., sno-mobil., pav. rd., nr. slopes & town, 2-4 people, reason. 914 586-4287.

APT.: Flushing/Whitestone area, 6 lrg. rms., w-w, ctl. air cond., dishwash., 1½ bath, nr. shop & transport. & schl., new 2 fam. house. 212 939-8875.

ROOM: Pt. Jeff./Calverton vic., all util., pvt. home, mature or prof. couple pref., $150/mo. security. 744-3174.

Ride Wanted

CROSSBAY BLVD.: Queens & Belt Pky. to Plt. 15, 8:12-4:42 p.m. 212 641-6637, evgs.

W. BABYLON: Sunrise Hwy. & Belmont Ave. to Plt. 30, 7:30-4 p.m. 669-4576.

N. BAY SHORE: Or S. Brentwood to Calverton, days, start. Jan. 1. LT 9-2558.

Free

MANUAL: Shop/mech., for Willys jeep trks. & sta. wag., '50-'55. MO 9-7714, after 6.

For Sale

SKIS: 185 cm metal, w/bind. 585-7156.

MISC.: Full kit., birchwood cabinets, counter tp., wall oven, 14.5 cu. ft. coppertone refrig. & freezer, $400. MY 2-8654.

LADDER: 40 ft. ext., magnesium flat step rungs, safety, non-slip rubber shoes, $100. JU 4-7340.

BABY CARR.: Coach type, w/w, $25. HA 7-9683.

PUPPIES: Germ. shep., 2 mo., lrg. bones, exc. temper., ½ orig. price. 732-3044.

POODLES: Toys, minis, champ sired, reason. WE 5-2083.

MATERIAL: 4¼ yds. wh. lgt. wgt. bridal satin, 45 in. wide, 1 yr. seed pearl scallop. lace, 36 in. wide. PE 5-1752.

PONTIAC: '69 cust. S, 27,000 mi., new front tires, rear spkr., defog., vinyl seats. PE 1-1346.

VW: '69 Fastback, auto., radio, w/w, whl. disc., $1,550. 751-3150.

CORVETTE: '62 stock, many new parts, $1,650. JU 5-8992.

CHEVROLET: '60 Impala, V-8, pwr. steer. & bks., R&H, auto., $60. MO 6-6218, after 6 p.m.

PLYMOUTH: '70 Duster, blk., 6 cyl., auto., R&H, w/w, 2 snows w/rims, $1,850. MO 5-3319, after 4:30.

COUGAR: '67, blue ext., wh. int., under 40,000 mi. PE 1-1604.

THUNDERBIRD: '63, blk. w/red int., $650. 427-1790.

WAGON: '67 Chrysler, air cond., pwr. steer. & bks., rec. seat, load level., mtd. snows, $1,800. 921-5951.

VALIANT: '63, 4-dr. sed., auto., pwr. steer., radio, $325. 433-7524.

BUICK: '62 Skylark, V-8, conv., new tires & batt., nds. work. 364-1883.

PORSCHE: '68, 911, drk. grn., blk. int., 41,000 mi., new disc bks. & clutch, Koni shocks, Pirelli tires, $3,600. 543-0044.

MUSTANG: '71, pwr. steer. & disc., cons., gauges, tach, auto., wide ovals, 302 V-8, $2,850. 929-4009.

OLDSMOBILE: '62, pwr. steer. & bks., new trans., pts. & plugs, $275. 234-1984.

STA. WAG.: '62 Oldsmobile, $150. HA 7-0690.

VAN: '68 Dodge, comp. recond., new batt., tires, clutch, bks., & muff., pkw. wind. 888-0422.

CAMPER: '71 Skylark II pop-up hdtp., slps. 8, port. range, icebox, sink, full gaucho, spare tire & whl., gas bottle & reg., best offer o'$1,000. 427-1790.

NIMROD: '69 Camellot, hdtp., slps. 6, lrg. dinette, $750 or best offer. HR 3-4622.

TRLR.: '70 Starcraft, slps. 6, hdtp., $1,200. PY 8-1985.

TIRES: 4, 6:50x13, less than 1,000 mi., will swap for 5:60x15. 364-1883.

MUSTANG: '66 hdtp., mdnght. blue ext., blue int., new tires & snows on rims, 6 cyl., auto., bkt. seats & cons., 43,000 orig. mi., $1,000. PI 1-7167.

AUSTIN: '69, new tires, 30 mpg, $750. PY 9-8394.

For Sale

MAVERICK: '70, 6cyl., std. shift, low mi., $1,550. 333-0645.

CHEVROLET: '65 Impala 4-dr., V-8, new batt., transmission, & shocks, R&H, trunk slight. damage, $595. LI 1-6155, after 6.

CHEVROLET: '60 Biscayne, 2-dr., nds. muff., $100. 751-0691.

MERCURY: '68 Cougar, 390 c.i., all pwr., air cond., new tires, $2,000. LT 9-2524, after 6.

CHEVROLET: '63 SS, best offer o' $250; parts for '57 Chevy, glass, hood, trunk lid, etc.; elec. fuel pump, $10; generator for Chevy, $10. 567-1970.

CHEVROLET: '69, 2-dr., pwr. steer., new w/w, $1,800. JU 7-8723.

CHEVELLE: '69SS, 396, 4-spd., posi, pwr. disc bks. & wind., bkt. seats, cons., stereo tape, red w/blk. int., bal. of warr. 757-4811.

CADILLAC: '67 Coupe de Ville, blue, blk. vinyl tp., blk. int., new poly tires, comp. pwr. access., 45,000 mi., $2,300 or best offer. PI 1-7167.

STA. WAG.: '63 Fairlane, 8 cyl., auto., pwr. steer., recent. bk. job, new batt., $150. PE 5-8673.

FORD: '66 Fairlane 500, 4-dr. auto., pwr. steer., V-8, $700. 931-2934.

TOYOTA: '68 Corona hdtp., coupe, auto., R&H, $1,150. 586-0830.

MUSTANG: '68, gold, auto., V-8, 302, 4 new tires, 2 new snows, $1,400. 212 343-7454.

MGB: '68, yel. w/blk. int., wire whls., tonneau, tape stereo, ask. $1,525. 273-2546.

CHEVROLET: '66 Impala, 4-dr. hdtp., wh. w/blk. vinyl tp. & int., pwr. steer. & bks., air cond., radio, w/w, 54,000 mi., orig. owner, $990. WE 8-4398.

CAB. CRUISER: 18 ft., 75 hp Evinrude, 18 ft. Holsclaw tilt tlr., $800. 266-3230.

BOAT: '61 Pacemaker, 30 ft. Sportfisherman, new 230 hp Chris Craft, f.w.c., flybridge, 110w, s/s, slps. 4, dinette, fully equip. SU 1-5867.

BOAT: '70 cruiser tri-hull, 20 ft., pwr. Merc. eng., 100 hrs., $3,000. Jerry Fonzo, Ext. 87192.

BOAT: 18 ft. Angblo Matis, '69 Evinrude, 40 hp, new pwr. hd., Navy tp., $800. 883-2560.

MISC.: 33 hp Johnson '65 outbd., 2 tanks, $260; '65 Little Dude trlr., $100; 16 ft. Thompson outbd., ctr. & fwd. deck, all steer. & motor cont., anchor, rod holders, jackets, fire ext., bumpers, lgts., $75; $400/all. 931-4614, days.

MISC.: 21 in. reel type self prop. lawnmower, Sterns, 4 cycl, B&S eng., $15; 24 in. girl's bicyle, Schwinn, balloon tires, $15 or best offer. OV 1-8134, after 5.

WALL MIRROR: 40x60 Walton, floral patt. edges, $50. CH 9-4007.

STORM WIND.: Wood., 31½x51, 24x39, incl. adj. latches & hangers, $25/all. 549-3551.

JET PUMP: Sears std. 1/3 hp shallow well, 12 gal. tank, $75. 598-1525.

HOUSE: Lindenhurst vill., legal 2 fam., 3½ over 5 rms., full bsmt., nr. everything, $37,000. 884-5790.

HOUSE: Ronkonkoma, cust. 6 rm. ranch, 3 bdrm., 1½ bath, wood., fin. bsmt., firepl., carpet., appli., s-s, att. gar., fenc. yd., nr. Exp., $33,000. 585-7845.

HOUSE: Dix Hills area, sch. dist. 4 bdrm., hi-ranch, lrg. rec. rm. w/brick firepl., blt. in pool, sprink. sys., all appli., prof. lndscpd., xtras, $47,000. 667-9073.

HOUSE: Bethpage, 4 bdrm. cape, din. rm., 2 zone heat., gar., fenc. in yd., $32,000. 433-1687.

HOUSE: Ronkonkoma, 3+ bdrm. cape, brick front, eat-in-kit., formal din. rm., 13x18 bay wind. liv. rm. w/carpet., den w/carpet., full bsmt., fenc. yd., $24,500. 585-0814.

For Sale

HOUSE: N. Central Islip, 3 bdrm. ranch, 4th bdrm. or den, fenc. 1/3 acre, s-s, patio, fin. bsmt. 236-8657.

HOUSE: Huntington, vic. of Oakwood Rd. opp. H.S., 3 bdrm., 2 bath, din. rm., eat-in-kit., full bsmt., .12 acres, sch. dist. 3, nr. town & Sears, $28,500. J. Lester, Ext. 7780.

HOUSE: 3 bdrm. hi-ranch, firepl., fully carpet. & fenc., $26,990. 473-4763.

HOUSE: E. Islip, 4 bdrm. col., 2½ bath, 3 yr., sunken liv. rm., form. din. rm., eat-in-kit., ctr. hall, pan. den, att. gar., fenc. 75x100, treed, opp. lagoon, o.h.w. 2-zone, s-s, $34,500. 581-4749.

HOUSE: Bay Shore, 2 bdrm. ranch, att. gar., new heat. sys., lndry., comp. fenc., $19,500. 665-6629.

HOUSE: 3 bdrm. lrg. L shpd. ranch, full din.-rm., eat-in-kit., fam. rm. w/firepl., full bsmt., ctrl. air, xtras, $35,500. 928-0711.

TRIUMPH: '69 GT-6, lug. rack, 30,000 mi., xtras, $1,900. 234-7211.

TRAVEL TRLR.: '71, 19 ft., slps. 6, self cont., new, $1,895. 864-5913, after 5.

MOBILE HOME: Brookwood, 60x12, Scranton, Pa., 9 mo., 2 bdrm., furn., tanks, blocks, etc., $4,800. 249-3529.

CAMPER: '71 Apache Mesa sol. state, slps. 6, dinette, stove, sink, icebox, heat., canopy, xtras, ask. $1,400. JU 4-7285.

MOTORCYCLE: '70 Sprint Harley, 350, low mi., access., ask. $650. JU 1-1440.

SUZUKI: '71, T350, 1-900 mi., 5 mo., 2 helmets, rain jkt., $650. 931-1075.

TIRES: Snows, H 78-14 (855x14), 4 ply nylon, w/w, stud., mtd. on Olds rims, approx. 5,000 mi., $50/pr. 796-2832, after 5.

PARTS: '69 MG Midget, eng., clutch, rear end, whls., tires, etc. 884-4759, after 5:30.

HARNESS: New fact. wiring for '57 Chevy, $10. JU 5-8992.

RIMS: 2, 6.50x13. 423-3106.

RIMS: 4, 14 in. GM for Chevy, Pont., Olds.; '65 Chevy Impala, 4-dr., new transmission, & front end., $375. MO 9-4278.

MISC.: Fold. carr., Biltrite hi-chr., Biltrite stroller, child's formica tbl. & 2 chrs., asst. infant nds. 333-3820.

MISC.: Biltrite fold. carr., Navy; crib & match. chest of dwrs., baby rocker; car bed; 2 snows 650x13, best offer. 724-0743.

CRIB: 27x50 maple w/metal frame & matt. Roger Thiele, Ext. 87573.

BABY CARR.: W/ access., coach type, collap., $25. 735-5261.

MISC.: Crib & match. 6 dwr. chest, ask. $18; baby strollers, 1 lrg., 1 sma.; 16 in. bicycle, $12. AN 6-2997.

TYPEWRITER: Remington port., $25. 938-6140.

MISC.: 2 boy's bicycles, 1, 3-spd. Swinger, purple & blue, handbks., ram handlebar, banana seat; 1 Wildcat, blk., new rear tire, bann set, big br.; 1 copper rnge hood., 39 in. OV 1-7381.

TRAINS: N. gauge, 2 comp. sets, 10 xtra cars, trk., bldgs. & layout. AN 1-4720.

FIREPL.: Elec. 1350 w, fran forced, thermostat cont., less than 1 yr., ask. $85. 732-9197.

FURNACE: Gas hot air, 100,000 BTU/HR w/thermostat, cap. of heat. 7 rm. house, best offer. JU 1-5981, after 6.

MISC.: Alum. jalousie drs., 2 ft. 7 in. x 6 ft. 8½ in., rear, left hand; 2 ft. 11½ in. x 6 ft. 9½ in. front, right hand, 4 ft. 9 in. x 6 ft. 7 in., play rm., pr.; wrought iron rail., 1 set 2 step, 1 set, 3 step, land. 3 ft. 8 in. WE 8-3554, after 7.

MISC.: Kohler & Campbell piano, $450; 2 antique rope bds., maple, $50/ea. HA 1-5762, after 5.

ORGAN SPKR.: Leslie, mod. 120, 1 yr., wal. fin. w/access. & cable, $125. GE 3-8754.

HOUSE: Lake Grove, 5 bdrm. splanch, 2½ bath, 2 car gar., firepl., $37,000. 585-6275.

HOUSE: W. Babylon, 3 bdrm. col. split, beam ceil., nite club type playrm., panel. thru-out, lrg. plot, appli., $27,000. MO 1-2579.

HOUSE: Flushing, 6 rm. col. tudor, brick & alum. sid., 40x105 corner, 1½ bath, fin. bsmt., s-s, Fla. rm., all appli., gar., 220 wiring firepl., nr. shop/transport., low tax, ask. $55,000. 212 FL 8-8788.

HOUSE: Smithtown, 4 bdrm. hi-ranch, 2½ bath, 2 car gar., eat-in-kit., din. rm., rec. rm., patio, porch deck, w-w, s-s, o.h.w. 2 zone heat. 724-8631.

HOUSE: Rocky Pt., 3 bdrm. ranch, country kit., lrg. lv. rm., fin. bsmt., s-s, gar., fully lndscpd., xtras. 744-8418, evgs.

JIG SAW: 24 in. throat, Craftsman, $25. GR 5-5688.

For Sale

TRUCK: '66 Chevy, 12 ft., flat bd. w/side racks, Vee 6, 6 whls., best offer. 735-7013.

MISC.: 2 snows #145 Pirelli radial, all foreign sports cars, $40; hd. rest for compact or foreign car. 935-4467, after 5:30.

TIRES: 2 snows w/whls., Allstate XST, studs, 4 ply, 7.35x14, 3 mo., $50. 888-1580.

MISC.: Snows & whls., mtd., fit VW, $25; VW hub caps, '66. 928-0588.

WHLS: For snows, 2, 14 in. Chrysler Corp. & 4, 15 in. G.M. HA 7-5682.

SNOWS: 2, 8.15x15 retread. on whls., $25. 586-6112.

SNOWS: 2, 735-750x14 on 5 lug Ford rims, less than 3,000 mi., $45. 735-5261.

MISC.: 2 snows, 6.40/6.50x15, $25; TR4 distrib., $20. 598-0640.

MISC.: Snows 600x13, stud., ask. $40; Zenith stereo record play., port., $65. FL 4-1202.

SNOWS: 2 Firestone Town & Country, 650x13, w/w on whl. rims, $40/set. CH 9-5318.

SNOWS: 2, 815x15, $25. 692-7545.

BOAT: 9 ft. alum. pram w/ '69, 6 hp Evinrude, $300. 751-1074.

MOTOR: Evinrude outbd., 33 hp elec. start. w/cont., used 60 hrs., $420. AR 1-2919.

BOAT: 26 ft. Chris Craft Constellation, '55, 105 hp, slps. 4, full galley, new hd. & canv., ask. $2,200. AM 4-2383.

STEREO: 90w Scott receiver, $150; BSR 400 turntbl., stereo, $50; 12 in. Utah Celesta spkrs., $80. HR 3-9219.

MISC.: Stereo & TV cab., 8 ft. Churchill, record & tape stor., lgt., full mirror; formica bar in tp. hutch, s.lo wal., blt in spkr. encl., slid. drs. for tu-tape-stereo access., $100. Charles Miller, Ext. 9852.

MISC.: Scott 344B stereo receiver, 85w, w/wood case, $100. 732-2833.

PRE-AMPS.: Marantz mod. 7T sol. state stereo, cont. unit used 3½ yr., wal. cab., $175. 546-6965.

MISC.: AM/FM port. radio, 2 ant., all transistor, $10; Weller soldering kit w/case, $10; port. tube tester, M32A w/case, $10. MO 7-1759.

MISC.: Lafayette comstat 23 Mark VI, 23 channel, CB set w/boost II antenna, 2 mikes, 6 mo., $150. WE 8-4227.

TEST EQUIP.: TV for home or shop, sgl. gen., RF, audio, color, RMS meter, oscilloscope, VTVM, reason. 727-7831.

CAMERA: Konica T-2 w/47-100mm f3.5 E.E., zoom hezanon lens, new w/cases, guar., $205. 212 923-8509.

PICT. WIND.: Therma-pane, in frame, 39¾ x 71¾, $50. 924-3730.

LAWNMOWER: 21 in. Toro self prop., reel, $50. CH 9-2359.

LOGS: Oak, split, for firepl. HA 7-0245.

GOLD. RETRIEVER: Male, 9 mo., AKC, housebkn., gd. w/child., $100. WA 1-0453, after 5.

POODLE: Blk., AKC, 6 wk., male. 473-0473, evgs.

CHINCHILLAS: Sma. furry, odorless, gentle pets, 3 w/cage & food, reason. CA 1-2098.

LAWNMOWER: 4 cyc., 2½ hp Briggs & Stratton, $15. MO 1-7034.

REEL MOWER: 21 in. Pa., 3 hp B&S eng., $25. 598-1525.

MISC.: 9x4 ft. wood triple unit pict. wind. comb. comp. w/sash & storms & screens, $50; 36 in. ext. dr., 36 in. crossbuck s- dr., 32 in. s-s dr., $10/ea. JU 8-6938.

STEREO: Dynamic record play. cons., $75. PY 8-7402, after 5.

EXERCYCLE: Synchronized, coord. movement handlebars, seat & ped. action, $50. OV 1-0455.

BABY FURN.: Match. Lullabye crib, bd., chifferobe & dress., $30. 368-1155.

CARR.: Bilt-Rite coach, $10. FO 8-1155.

SKI EQUIP.: Combi, 195cm metal skis w/Look/Nev. 1 toe telemat heel bind., $70; Blizzard, 205cm fbgl. skis w/Look/Nv. Grand Prix bind., $90; Hart Std., 205cm w/Look/Nev. 1 toe Rotamat heel bind., $70; Fischer, 190cm RSL new metal skis, $100; K2 compet. 200cm w/Look/Nev. Grand Prix bind., $140. AN 5-7543.

TRAIN SET: N gauge, 4x6 layout, 11 switches, 2 bridges, 6 bldgs., lake & mt. to be comp., 2 eng. & freight cars, layout wired for 2 train operat., $64. 691-2807.

CAMERA: Yashica 24/66 twin lens reflex, case & blt-in exp. meter, never used, $95. 423-5299.

FIAT: '67, 4-dr., radio, snows, $395. 724-3962.

For Sale

TARGET: 15 in. bullet trap w/fl. std. & lgt., $35. 588-7184.

PONTIAC: '69 Bonneville, air cond., fully equip., reason. 212 343-1787, after 5.

CHEVROLET: '67 Bel Air, 4-dr. sed., 6 cyl., std., R&H, $550. 212 SL 6-1464, after 12.

PONTIAC: '67 Grand Prix, 2-dr. hdtp., bkt. seats, auto., air cond., pwr. steer. & bks., posi, orig. owner. 293-8755.

CAMARO: '68, 327 V-8, auto., mtd. snows, $1,500. 234-6546, after 6.

PLYMOUTH: '67 Signet Valiant, 44,000 mi., snows w/rims, ask. $950. 421-5984, after 6.

FALCON: '61, 2-dr., auto., winterized, $100. 538-2647.

VALIANT: '63, nds. seat cov., $200 or best offer. 549-5650.

GTO: '66, 4-spd., new clutch, radio, pwr. steer., $695. 234-3194, after 6.

OLDSMOBILE: '66 Starfire, 2-dr. hdtp., pwr. steer. & bks., R&H, turbo hyd., tach, bkt. seats, orig. owner, $1,025. 543-4665, after 5.

CHEVELLE: '66 Malibu 2-dr. hdtp., 6 cyl., auto., vinyl int., orig. owner, $575. 581-5524.

CADILLAC: '67 de Ville conv., air cond., full pwr., tilt & retract. whl., posi, AM/FM stereo, 4 new 6 ply gl. belt. tires, 2 new snows, $2,600. 628-2309, after 5.

BUICK: '67 Le Sabre, 4-dr. sed., 8 cyl., $1,150. IV 9-1679.

MERCURY: '68 Montego, 2-dr. hdtp., air cond., pwr. steer., wh. vinyl int., 39,500 mi. Ma 1-6989.

OLDSMOBILE: '62, 88 conv., best offer o'$100. 757-0929.

VW: '68 Bug, auto. stick shift, air cond., new bks. HA 1-4973.

VW: '61, $325. MY 1-9515, bet. 9-6 p.m.

VW: '66 Squareback, sun roof, AM/FM, new clutch, bks., tires & sports muff., $1,150. 271-9097.

HOUSE: Plainview, 8 rm. hi-ranch, 4 bdrm., lrg. eat-in-kit., 2 full bath, panel. den, w-w, s-s, appli., sun deck, patio, 2 car gar., poss. mother/daugh., $41,500. 822-2239.

HOUSE: 8½ rm. ranch, 60x35, 1½ bath, 2½ car. gar., full fin. heat. bsmt. w/exit grnd. lvl., ¾ acre w/trout stream, undergrnd. spklrs., elec. gar. dr., patio off lrg. playrm. LT 9-1680.

BUS. PROPERTY: Shirley, ½ acre, nr. RR & Wm. Floyd Pkwy, $3,500. 938-6140.

ANTIQUE DESK: Roll tp. type, best offer. MO 9-4253.

FURN.: 2 pc. sofa, w/slip cov., $60; 2 arm chrs., w/slip cov., $20/ea.; 3 pc. set mahog. end tbls., $35; 3 pc. Early Amer. den set, $50. 724-3808.

MISC.: Wh. desk, chr., ngt. std., $35; gal. tp. dress. tbl. & stool, match. skirt, curt., bedpread, $25; Bonanza mini-bike w/10 hp Hodaka, $225. PY 8-4258.

KIT. SET: 36 in. round tbl., ext. to 60 in., 2 leave, 4 chrs., $50. 285-5252.

CREDENZA: Mahog-bar, w/ AM/FM radio, 2 spkrs., space for 17 in. TV & record chgr., 3 drs., 43x23x52, $45. MA 1-9171.

MISC.: Metal clothes closet, 1 lrg., 1 sma.; playpen; silverware chest; baby scale; terilizer; seesaw; 3, 12x36 in. scrn. 549-5650.

BROILER OVEN: Toatmaster, pushbtn., mod. 524D, new, $20. BA 3-2870.

ELECT. WORKSHOP: Heathkit 4 transistor exper. set, assem., $17. 751-1256.

MISC.: Red wag.; 100 lb. bar-bell set; lrg. set of Lionel 'O' gauge; home made waterproof car tp. carr., best offer. TU 8-5548, after 5.

YOUTH BD.: & matt., $10. OV 1-3392.

SAW: Skil Recipro, assort. blades, ask. $20. JU 4-7285.

CHRIS CRAFT: '55, cab., 16 ft., slps. 2, '58, 50 hp Johnson elec., '70 Little Dude tilt trlr., motor not run., $300. LT 9-2558.

BOAT: '65 Star Craft, 14 ft. fbgl., 45 hp Chrysler outbd., tilt trlr., xtras, $500. JU 6-7774.

OUTBD.: 16 ft. fbgl. Sea Ray, vinyl panel. & carpet., windshld., Navy tp., 40 hp Evinrude elec. start., gen. & nec. equip., Tee-Nee trlr., $700. Frank Boss, Ext. 3756.

PIPER CLIPPER: PA-16,400 hr., SCHOH on LYC 0-290-D, 125 hp (108 hp std), full panel, Narco VHT-4, ASL RDF, rotat. beacon, '63 Ceconite, new uphol., 4 place, 6.5 GPH, $3,500. 587-9695.

VW.: '66, low mi. 585-7628, after 6.

BNW: '69, 2002, 39,000 mi., Blaupunkt AM/FM SW radio, air cond., Michelin XAS tires, $2,000, $2,200 w/new paint. 587-9695.

For Sale

CAMARO: '67 hdtp., cons., bkt. seats, R&H, new bks. & shocks, w/w, set of snows, $950. 665-3340.

VW: '69 Fastback, auto., radio, whl. disc. 751-3150, after 6.

HOUSE: Commack, 3 bdrm. ranch, fin. bsmt., pool, low tax, walk to stores & sch., $31,990. 864-7214.

HOUSE: N. Babylon, 5 bdrm. hi-ranch, 8 yr., liv. rm., formal din. rm., foyer, carpet., panel. den & playrm., 2 bath, eat-in-kit., wall oven, Indscpd., s-s, attach. gar., 150x-00 fenc., $26,500. 643-5565.

HOUSE: Bohemia, 2 lrg. bdrm. ranch, lrg. liv. rm. & kit., 100x200, 2 car gar. w/elec. dr. 589-7656, after 5.

PROPERTY: Ridge, N. Y., resid. area, 1.2 acres. 543-2941.

WALL OVEN: Slattery, gas, stainless steel, cutout sz. 21 ¾x36x23½, $15. 543-2589.

COUGAR: '69, std., pwr. steer., V-8, vinyl tp., $1,750. 732-8071, after 5:30.

FORD: '69 country wag., yel., pwr. steer., auto., R&H, V-8, low mi., $1,800. MO 8-2424.

WHLS: 4, 6-15 Amer. all-mag whls., fit GM (Vette) disc., spinners, chromed lugs & tubes, $90. 226-3398.

MISC.: RCA Mark 3 color TV test jig w/RCA connector cables, $110. 868-1389.

ACCORDION: 120 bass Casino, 7 stops w/amp., $85. TU 8-8753, afternoons.

ORGAN: Orcoa learner's, 37 keys, 50 chords, fl. cons., $60. 694-4288.

UNIT: Shell Pac oil burner, used 1 season, $40. VA 5-1902, evgs.

TOYOTA: '69 Corona, 4-dr. red, auto., bkt. seats, 31,000 mi., orig. owner, $1,250. 623-5497.

CHEVROLET: '60 Impala, V-8, pwr. steer. & bks., auto., $50. MO 6-6218, after 6.

FORD: '65 Galaxie 500, 4-dr. sed., pwr. steer. & bks., auto., fact. air cond., radio, $600. 864-2226.

BARRACUDA: '69, red/blk. vinyl tp., 8 cyl., w/2 mtd. snows, orig. owner, alarm, R&H, $1,800. 212 641-6637, after 6.

TRUCK: '68 VW, wh., Camperall, insul. bds., cab., icebox, 40,000 mi., used as bch. bug., $1,400. PR 5-1710.

CAMPER: '71 Apache Mesa sol. state, slps. 6, stove, icebox, 12/110v, 25 ft. ext. cord, dinette, 20 lb. propane btl. w/reg., elec. bks., port. heat. & hd., canopy, xtras, $1,400. JU 4-7285.

MOTORCYCLE: '65 Honda Scrambler, cust., access., flared rear fend., wet look blue seat, pull bk. handle bars, gas tank, metal. blue, $350. RO 6-3995.

HDTP.: For E type Jag, $80. AN 1-6386, after 7.

AUTO PARTS: 3, 13x5.5 whls.; Corvair conv. boot, lt. blue. 941-4247.

MISC.: 14 in. rims w/8.25x14 w/w tires, 2 for $10. OV 1-4249.

WASHER: Sears Kenmore auto. 2-spd., 3 cyc., wh. w/blk. vinyl trim, $50. 799-4838, after 6.

ELEC. RANGE: G.E., 4 surface units, 5 heat pushbtn. cont., deep well & pressure cooker, auto. oven, timer & appli. outlet, wh., $50. 799-4838, after 6.

For Sale

HOUSE: Lindenhurst, 8 rm. split ranch w/gar., fieldstone front, all appli., carpet., 1½ bath, Indscpd., undergrnd. spklr., xtras. TU 8-2290, after 6.

DIN. RM. SET: 9 pc. mod., lgt. oak, $125. 842-9224, after 3.

HOUSE: Terryville, 4 bdrm. cape, fenc. in, 86x105, o'sz. 2 car gar., 10x24 patio, s-s, full bsmt., xtras, $31,500. 928-4641.

HOUSE: Bohemia, 4 bdrm. col., ½ acre, 2½ bath, den(formal din. rm., 3 appli., pool, 2 zone oil heat, s-s, $34,000. LT 9-2567.

FREEZER: 17 cu. ft. Mont. Ward Signaturer. 472-0823.

MISC.: Guitar, $10; 39 in. copper range hood, $10; girl's bike, $10; boy's bike, $10; '63 Dodge Dart, $50. OV 1-7381.

SAILBOAT: 19 ft. Lightning, dac. sails, canv. cov., motor bracket, xtras. 799-7117.

TYPEWRITER: Underwood port., w/case, $20. FL 4-2091.

CHEVELLE: '66 SS, 396 c.i., reblt., 4-spd., xtras. 589-2608.

VOLVO: '69, 4-dr. sed., auto., air cond., low mi. 751-0691.

TR-4A: '66, R&H, Pirelli tires, red w/blk. tp., $925. 212 358-3430.

CHEVROLET: '65 Impala, 283 V-8, auto., pwr. steer., R&H, snows, ask. $500. 538-0048.

CHEVROLET: '68 El Camino, nds. tires, $1,400. PE 5-2487.

COMET: '61, R&H, blk., w/w, red int., orig. owner, $375. MO 5-7904.

FORD: '68 Galaxie 500, 8 cyl., auto., pwr. steer., tuned, winterized, new bks., & shocks, xtra snows, yel. w/blk. vinyl roof, $1,300. WE 5-3334.

CAMPER: '70 Apache, equipped, slps. 8, xtras, best offer o'$1,400. 669-6263.

MOTORCYCLE: '68 Yamaha, 350cc, ask. $450. 483-1125.

SAILBOAT: 10 ft. polystyrene Flitefish, sloop rig, sails nd. repair, $20. 586-0830.

HOUSE: Bay Shore, S. Sunrise, 3 bdrm. ranch, full din. rm., eat-in-kit., jalousie porch, full bsmt. w/playrm., o.h.w. heat, w-w, s-s, xtras, walk stores, mid Dec. occup., $28,500; 3.5 hp outbd., $45; 9 ft. foam dink, $25; dress form, $15. MO 5-2706.

HOUSE: E. Islip, 3 bdrm. ranch, gar., fully furn., cust. blt., $32,000. JU 1-2977.

LIV. RM. SET: Spanish, red & blk. print couch, 2 end tbls., blk. slate tp. coffee & occas. tbls., 2 red velvet wood framed chrs., 1 madador, 1 hang. lamp, 2 yr., $1,000. AN 1-1547, after 6.

STA. WAG.: '66 Chrysler, 9 pass., air cond., 45,000 mi., best offer o'$900. HA 1-4527.

HOUSE: Wantagh, N., 3-4 bdrm. split, din. rm., eat-in-kit., lrg. wal. fam. rm. w/blt. in 11 ft. bar, 2½ bath, w-w, s-s. workshop, lrg. lrg. stor., gar., 36 ft. pool, w/Roman bow, terr. & patio, 5 ft. cycl. fence, walk sch. & shops, nr. pkwy. & RR, hi 40s. 221-7627.

TIRES: 5 Firestone F-100 tubeless radial, 165x13 (6.00x13), 15% wear meas. by tire gauge, spare new, ask. $25/ea. 212 259-9410.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

ELIAS HARRIS of Facilities Maintenance, Plant 33, died October 20 at the age of 48. He had been with Grumman four years. He lived at 14 E. Dean St., Freeport.

HIGHLAND HANDY of Tool Fabrication - Machine Shops, Plant 2, died October 27 at the age of 50. He had been with the Company nearly two years and he lived at 109-11 Hannibal St., Hollis.

RICHARD A. WIESNER died October 27 at the age of 61. He had worked in P/S Engineering Planning Implementation & Control, Plant 15, and had been with Grumman seven years. His address was Princess Gate, Oakdale.

WILLIAM C. McRAE of Production Control Plant Stores & Distribution, Plant 36, died October 29 at the age of 41. His home was at 90 Louis Ave., Elmont, and he had been with the Company for 10 years.

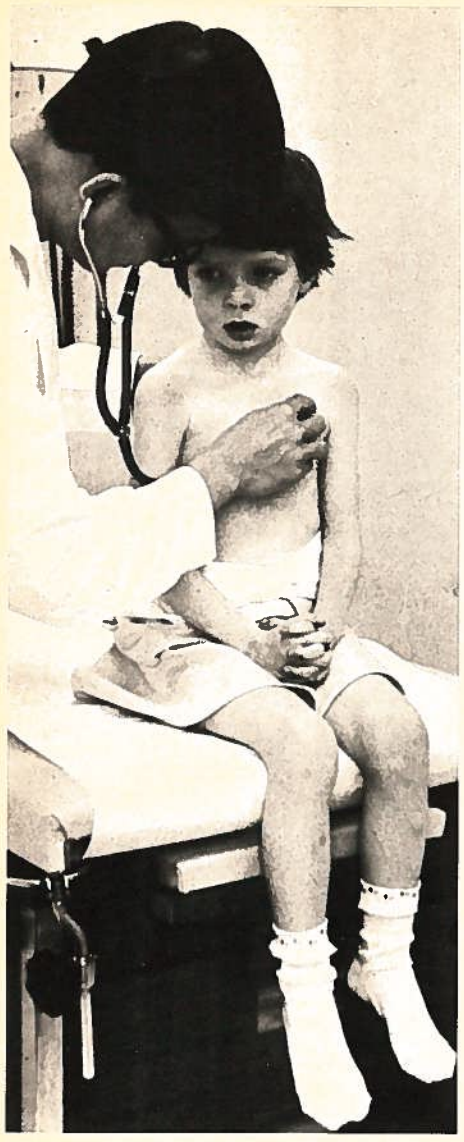
WILLIAM FEDOWICH died October 31 at the age of 54. He had been with Grumman 24 years and he worked in Parts Paint, Plant 2. He lived at 23 E. Centennial Ave., Roosevelt.

GEORGE W. PRICE of Transportation, Plant 20 (Garage), died November 2. He was 60 years old and had been with Grumman 28 years. He lived at 1750 Noble St., East Meadow.

JEROME SCHNITZER died November 6 at the age of 50. He worked in the Measurements Standards Laboratory, Plant 12, and had been with Grumman since 1964. His home was at 131 Hilltop Dr., Brentwood.

CHARLES P. STIASNY of Facilities Maintenance, Plant 6, died November 8 at the age of 64. He had completed 17 years with Grumman. His home was at 28 Ormond Ave., Selden.

people helping people . . .



The whole meaning is simple and direct: people helping people. That's what the United Fund of Long Island is for . . . people.

No matter how you look at it—whether you want to help someone less fortunate than yourself or want to stand aside, whether you think it's mushy do-goodism or a human-to-human commitment—the fact is that 600,000 people on the Island got needed aid from the Fund last year, and the need will grow this year.

Think a moment: **600,000 people.** That's about the population of Boston, Mass. A lot of people.

The needs are proliferating as Nassau and Suffolk counties become more populous. With that, naturally, comes a higher financial requirement. Last year, the total contributed was $2.8 million; this year, $4 million is needed.

To put it baldly, unless that $4 million is forthcoming, 19 non-profit hospitals and 60 voluntary agencies will **not** be fully able to carry the load. People, then, would suffer. And that calls up the big question:

Why? Why should that be?

Hopefully, it won't be, and we at Grumman can help make sure it won't be. Spearheading the drive is Gus D'Errico, head of the Employee Services Office. "The drive is under way in earnest now, emphasizing the payroll deduction plan—although cash or check will be accepted. But the payroll plan is simpler."

Making matters a bit more inviting, too, is that those who sign up will be eligible for prizes. The first 16 prizes go to full-share contributors, and eight more prizes will be awarded even if an employee contributes less than a full share. But prizes are not the main motivation. . . .

People. Crippled people. Ill people. Injured people. Helpless people. People in pain. All sorts of people, of any and all ages, nationalities, creeds, colors, races. It doesn't matter . . . at least, it shouldn't. Human beings. That's all.

So much can be done! Take as an example a day-care center—which is not what some people think it is. It's **not** a convenient spot for mom to dump her kids so that she can live it up. Quite the opposite: It's a place where mom can safely leave her kids while she goes to work, earning a living instead of being on the relief rolls, and helping to pay for that day care, too. In terms of economics, mom adds to the national wealth. She now pays her way.

Do you want less than very best?

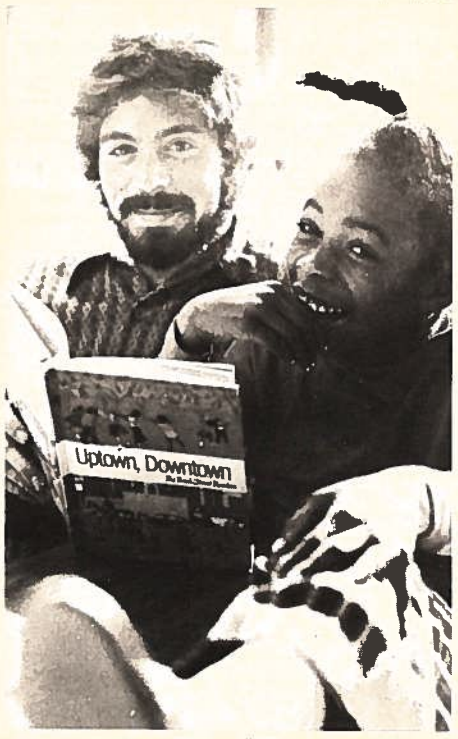
Look at another aspect of the problem of providing help for people—hospital care. In addition to salaries for staff personnel, a hospital—to perform its functions well—requires an increasing amount of new and sophisticated equipment (much of it, by the way, derived directly or indirectly from space programs). Equipment, like almost everything else, is getting more costly than before. And as our Nassau-Suffolk community grows, there's a necessity for keeping abreast of technological-medical-surgical advances. Or, put it a bit negatively: Would you really be satisfied if your wife or husband, your childen or your parents, received **less** than the very best care?

Well, to prevent a less-than-the-best situation to occur, somebody—lots of somebodies—have to help. The United Fund isn't asking us to give all the bucks needed to build a new wing of a hospital, to run Boy Scout and Girl Scout programs, to fully fund such agencies as Association for Retarded Children, Catholic Charities, Glen Cove Lincoln Settlement, Jewish Community Services, Salvation Army, Skills Unlimited, etc. The Fund's just asking us to help, to be among those people who are helping people.

And consider a question: Is any one of us invulnerable to accident or disease or ill health? Could any one of us stand, singly, alone, against such possibilities? Is there a class of people magically endowed with a life-time guarantee against illness and disability?

The absurdity of it proves the point.

May we ask you to help? If you're not already a Fund contributor you should have received a payroll-deduction authorization card with a message from Lew Evans, Chairman of the Board, and Bill Zarkowsky, President. Pllease look it over. If you have any questions, call any member of Grumman's Employee Services representatives. Should you decide to contribute by payroll deduction, fill out the authorization card and return it to any ESO rep; he'll do the rest.



UNITED FUND
OF LONG ISLAND